2003

Virginia Department of Transportation Daily Traffic Volume Estimates Including Vehicle Classification Estimates

where available

Special Locality Report 131

City of Chesapeake

Prepared By

Virginia Department of Transportation Mobility Management Division

In Cooperation With

U.S. Department of Transportation Federal Highway Administration

Virginia Department of Transportation Mobility Management Division Traffic Monitoring Section

The Virginia Department of Transportation (VDOT) conducts a program where traffic count data are gathered from sensors in or along streets and highways and other sources. From these data, estimates of the average number of vehicles that traveled each segment of road are calculated. VDOT periodically publishes booklets listing these estimates.

One of these booklets, titled "Average Daily Traffic Volumes with Vehicle Classification Data, on Interstate, Arterial and Primary Routes" includes a list of each Interstate and Primary highway segment with the estimated Annual Average Daily Traffic (AADT) for that segment. AADT is the total annual traffic estimate divided by the number of days in the year. This booklet also includes information such as estimates of the percentage of the AADT made up by 6 different vehicle types, ranging from cars to double trailer trucks; estimated Annual Average Weekday Traffic (AAWDT), which is the number of vehicles estimated to have traveled the segment of highway during a 24 hour weekday averaged over the year; as well as Peak Hour and Peak Direction factors used by planners to formulate design criteria.

In addition to the Primary and Interstate publication, one hundred books are published periodically, one for each of 100 areas across the state defined by VDOT for record-keeping purposes. These books include traffic volume estimates for roads within the county, cities, and towns within the area. These books are titled "Daily Traffic Volumes Including Vehicle Classification Estimates, where available; Jurisdiction Report numbers 00 through 99".

Also available are a number of reports summarizing the average Vehicle Miles Traveled (VMT) in selected jurisdictions and other categories of highways. There are many different ways to present traffic volume summary information. Because the user determines the value of each presentation, the reports have been redesigned based on user requests and feedback. The people at VDOT Mobility Management's Traffic Monitoring Section who produce these books welcome requests for other helpful ways of presenting the summary information.

A compact disc (CD) is available that includes files in the Adobe® Portable Document Format (PDF) that can be displayed, searched, and printed using common desktop computer equipment. The CD includes the publications described above as well as a number of other reports, including specialized VMT summaries and smaller AADT reports for each city and town separately.

Publication Notes

Parallel Roads

For road inventory and management purposes, some roadways are counted separately by direction and have separately published traffic estimates for each direction of travel. Examples of such roadways are the interstate system and routes with separated facilities and (usually) one-way traffic facilities in urban areas. In these publications, they are referred to as parallel roads. As a convenience for the users of the publication, the listing for segments of roads with parallel segments are published with both the traffic estimates for their own direction of travel (e.g. I-95 Northbound) as well as the estimate of the total of all traffic on the same route including parallel roadways (all directions of I-95). The publication will have a "Combined Traffic Estimates for Parallel Roadways on this Route" or "Combined Traffic" identifiers for the combined direction of travel estimates.

Roadways such as I-395 with a North segment, a South segment and a separate Reversible lane segment will have the estimate for more than two parallel roadways included in the entire combined traffic estimate.

Some routes have very complicated paths through cities and towns. These parallel paths may be too complex to allow a relationship between nearby sections of the opposite direction on the same route. In this case, to indicate that the traffic estimates for such a road segment may not include all directions of traffic on that route, the line that would list the combined values will indicate "NA" for not available.

VDOT's traffic monitoring program includes more than 100,000 segments of roads and highways ranging from several mile sections of Interstate highways to very short sections of city streets. Due to problems experienced obtaining some traffic count data, and the level of quality necessary to maintain confidence in the data, no estimate is currently available for some segments of roadway. These segments are included in the publications indicating "NA" for not available. It is the intention of the VDOT's Mobility Management Traffic Monitoring group to obtain the data necessary and to report traffic volume estimates on all road segments included in these publications.

Many of the road segments in this program are local secondary roads. The amount and detail of data collected on these roads are not as great as the data collected on higher volume roads. The vehicle classification, average weekday traffic volumes, and the theoretical design hour traffic volumes are not calculated for these roads. The publications indicate "NA" for the information that is not available.

This publication is based on a traffic monitoring program initiated in 1997. Because the data collection techniques and statistical evaluation processes are different than those used in previous years, comparison with previous publications may be misleading.

Glossary of Terms:

Route: The Route Number assigned to this segment of roadway with the master inventory route number if this is an overlapping route, with official street or highway name if available.

Length: Length of the traffic segment in miles.

AADT: Annual Average Daily Traffic. The estimate of typical daily traffic on a road segment for all days of the week, Sunday through Saturday, over the period of one year.

QA: Quality of AADT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- H Historical Estimate
- M Manual Uncounted Estimate
- N AADT of Similar Neighboring Traffic Link
- O Provided By External Source
- R Raw Traffic Count, Unfactored

4Tire: Percentage of the traffic volume made up of motorcycles, passenger cars, vans and pickup trucks.

Bus: Percentage of the traffic volume made up of busses.

2Axle Truck: Percentage of the traffic volume made up of 2 axle single unit trucks (not including pickups and vans).

3+Axle Truck: Percentage of the traffic volume made up of single unit trucks with three or more axles

1Trail Truck: Percentage of the traffic volume made up of units with a single trailer.

2Trail Truck: Percentage of the traffic volume made up of units with more than one trailer.

QC: Quality of Classification Data:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- C Short Term Classified Traffic Count Data
- F Factored Short Term Traffic Count Data
- H Historical Estimate
- M Mass Collective Average
- N Classification Estimates of Similar Neighboring Traffic Link

K Factor: The estimate of the portion of the traffic volume traveling during the peak hour or design hour.

QK: Quality of the Peak Hour estimate:

- A Factor based on 30th Highest Hour Observed During at least 250 days of Continuous Traffic Data
- B Factor based on other Hour Observed During Less than 250 days of Continuous Traffic Data
- Factor based on Highest Hour Collected at in a 48 Hour Weekday Period
- M Factor based on Manual Estimate of design hour
- N Peak Hour Factor of Similar Neighboring Traffic Link
- O Provided by External Source

Dir Factor: The estimate of the portion of the traffic volume traveling in the peak direction during the peak hour..

AAWDT: Average Annual Weekday Traffic. The estimate of typical traffic over the period of one year for the days between Monday through Thursday inclusive.

QW: Quality of AAWDT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- M Manual Uncounted Estimate
- N AAWDT of Similar Neighboring Traffic Link
- O Provided by External Source

Year: Year for which the published values are appropriate. If the Quality of AADT (QA) is "R", the year is the year that the raw traffic count was collected, and if available,

Route Shield Legend

Route Systems

North
81 Interstate Route Traffic volume data for Interstate Routes and some other routes are reported separately by direction, as well as combined.

(29) US Route

7 Virginia State Route

(600) Secondary Route

Special Routes

Bus Bus - Business Route
Bypas - Bypass Route
Truck - Truck Route
ALT ALT - Alternate Route
Wve - Wve Route connector

P - Parallel Route; Southbound or Westbound direction lanes of a numbered route where they are on a different road facility than the other direction.

The VDOT Maintainenance Jurisdiction number is displayed below the Secondary Route Number if the Maintenance Jurisdiction is different than the jurisdiction in the title of the report.

						City of Ches	sapeake								
Route	Length	AADT	QA	4Tire	Bus	2Axle 3+A	-Truck	2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Chesapeake															
\Box	2.41	63000	Α	91%	0%	ECL Suf 1% 1'		0%	С	0.096	Α	0.577	65000	۸	2003
[13] [58]	2.41	63000	А	91%	0%			U%	C	0.096	А	0.577	65000	Α	2003
\square	0.64	63000	N	From: 91%	0%	I-664 1% 1'		0%	N	0.096	N	0.577	65000	N	2003
[13] [58]	0.04	63000	IN	9170	076			070	IN	0.090	IN	0.577	03000	IN	2003
	0.18	6700	G	From: 91%	1%	US 58; SF 2% 2'		0%	F	0.092	F	0.58	7200	G	2003
[13]	0.10	0700	G	J 1 /0	1 /0			070	,	0.032	'	0.50	7200	O	2003
(ii)	0.45	6700	N	91%	1%	SR 191, S Mil 2% 2'		0%	N	0.092	N	0.58	7200	N	2003
Combine Combine	ed Traffic:	NA		0170	1 /0	270 2	70 -170	070	.,	NA	.,	0.00	NA	.,	2000
Combine	od TTallio.			To	D	amp from I-664;	Charles Ava						101		
13 Military Hwy	2.44	7500	G	91%	1%	2% 2'		0%	С	0.123	F	0.557	8100	G	2003
(1)				To		I-64									
13 Military Hwy	1.37	16000	G	97%	0%	1% 1'	% 0%	0%	F	0.121	F	0.606	18000	G	2003
(13)				To											
13 Military Hwy	1.01	17000	G	97%	0%	1% 19 S 17 George Was		0%	F	0.115	F	0.523	19000	G	2003
13),			_	To:	- 70										
13 Military Hwy	2.20	31000	Α	From: 97%	0%	SR 196 Car 1% 1'		0%	С	0.134	Α	0.508	35000	Α	2003
13 Military Hwy	2.20	31000	^	J1 70	070			070	O	0.104	^	0.500	33000	^	2000
Military Huay	1.09	26000	G	From:		SR 166 Bainbr	idge Blvd			0.11	F	0.555	28000	G	2003
(13) Military Hwy	1.09	20000	G							0.11	'	0.555	20000	G	2003
Military I Ivon	0.05	07000		From:	00/	Campostel		- 00/		0.40		0.000	20000		2002
13 Military Hwy	0.65	27000	G	97%	0%	1% 1'	% 0%	0%	F	0.12	F	0.628	29000	G	2003
				From:	10/	SR 168 Battlet								_	
(13) Military Hwy	0.72	30000	G	95%	1%	2% 1	% 1%	0%	F	0.101	F	0.578	33000	G	2003
~~				From:		Allison									
(13) Military Hwy	0.41	32000	G	95%	1%	2% 1	% 1%	0%	С	0.095	F	0.552	35000	G	2003
~				To: From:		Greenbrier	Pkwy								
(13) Military Hwy	1.67	34000	G	97 <u>%</u>	0%	1% 0	% 1%	0%	F	0.097	F	0.574	37000	G	2003
<u> </u>				To:		SCL Virginia	a Beach								
~~				From:		North Carolina									
George Washington H	w 3.58	9800	Α	93%	0%	1% 1'	% 5%	0%	С	0.103	Α	0.659	9900	Α	2003
~				From:		131-8796 Ball									
(17) George Washington H	w 6.52	11000	G	93%	0%	1% 1'	% 5%	0%	F	0.087	F	0.671	11000	G	2003
~				To: From:		US 17 George V									
(17) Dominion Blvd	3.93	7900	G	95%	0%	1% 1	% 2%	0%	F	0.078	F	0.61	8400	G	2003
<u> </u>				From:		SR 165 Cec	lar Rd								
17 Dominion Blvd	0.94	27000	В	95%	0%	1% 1	% 2%	0%	С	0.092	Α	0.635	29000	В	2003
<u> </u>				To:		SR 166 Bainbr	idge Blvd								
17 Dominion Blvd	1.60	25000	G	95%	0%	1% 1		0%	F	0.079	F	0.606	26000	G	2003
<u> </u>				To: From:		SR 190 Great B	ridge Blvd								
17	0.28	25000	N	95%	0%	1% 1		0%	Ν	0.079	Ν	0.606	26000	Ν	2003
\smile				To: From:	S	R 168 Oak Grov									
17 464	0.14			From:		e I-464 for d		affic volu	ıme es	timates f	or this	segment	t.		
	ed Traffic:	49000	F	95%	0%	1% 1'		0%	F	NA		-	56000	F	
				To:		I-64									
	A 21			From:	C.	I-464		offic volu	ma aat	imataa f	or thic	coamon*			
(17) (64)	4.31 ed Traffic:	91000	E	010/	0%	ee I-64 for dii 1% 1'			me est F		JI UIIS	segment.	86000	_	
Combine	ou Hailic.	0 1000	F	91%	U 70		/0 070	0%	r	NA			30000	F	
Goorge Washington III	w 0.00	22000	-	From:	10/	I-64	0/ 20/	Ω0/		0.000		0.542	22000		2002
George Washington H	w 0.90	23000	G	91%	1%	4% 1'		0%	F	0.083	F	0.513	23000	G	2003
	4.00	40000		From:		S 13; US 460 N				0.070		0.500	40000		0000
[17] George Washington H	w 1.00	16000	G	91% To:	1%	4% 1'		0%	С	0.078	F	0.539	16000	G	2003
				10.		SR 196 Car	iai Kd								

							City of (Chesape	eake								
Route		Length	AADT	QA	4Tire	Bus	2Axle	Tru 3+Axle		2Trail	- QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Chesaneake					From:		CD 10	(C 1D	1								
George Washi	naton Hw	0.63	28000	G	91%	1%	4%	6 Canal R 1%	<u>a</u> 3%	0%	F	0.093	F	0.664	28000	G	2003
(17) See 190 11 de 111		0.00			To	.,,		Portsmout			•	0.000	•	0.00			
~~ <u>-</u>					From:			Portsmout					_				
(17) Western Brand	ch Blvd	0.69	21000	G	98%	0%	1%	0%	0%	0%	F	0.084	F	0.515	22000	G	2003
~					From:		131-8524 (_	
[17]		0.56	22000	В	98% To:	0%	1%	0% L Suffolk	0%	0%	С	0.098	Α	0.531	22000	В	2003
_					From:				N. 1								
Bus 17 George Washi	naton Hw	3 47	4100	G	93%	0%	1%	ominion E 1%	5%	0%	F	0.097	F	0.738	4000	G	2003
(17) See. 90 11 de		• • • • • • • • • • • • • • • • • • • •			To:	0,0					•	0.00.	•	000			
Bus				_	From:	201		5 Cedar R					_				
(17) George Washi	ngton Hw	1.19	24000	G	93% To:	0%	1%	1% I-64	5%	0%	F	0.074	F	0.609	23000	G	2003
					From:		FO										
(50)		2.41	63000	Α	91%	0%	1%	L Suffolk 1%	6%	0%	С	0.096	Α	0.577	65000	Α	2003
[58]						370			5 /0					J.J. 1			
(58)		0.64	63000	N	91%	0%	1%	I-664 1%	6%	0%	N	0.096	N	0.577	65000	N	2003
					To:												
58 Airline Blvd		1.72	8400	G	96%	1%	1%	1% 6% 0% N 0.096 N 0.577 65000 N ; US 13 Military Highway 0% 1% 0% C 0.079 F 0.576 9100 G L Portsmouth Virginia Beach		2003							
307 / 3111110 25100					To:	1 /0											
East					From:		WCL V	irginia Be	ach								
(64)		0.98	58000	F	91%	0%	1%	1%	6%	0%	F	0.081	F		60000	F	2003
	Combined	Traffic:	120000	F	91%	0%	1%	1%	6%	0%	F	NA			123000	F	
Foot					To: From:		Greenb	rier Parkw	/ay								
East 64		1.49	58000	F	91%	0%	1%	1%	6%	0%	F	0.084	F		63000	F	2003
	Combined			F	91%	0%	1%	1%	6%	0%	F	NA	•		128000	F	
					To:		SR 168 B	attlefield	Blvd								
East		1.22	51000	F	91%	0%	1%	1%	6%	0%	F	0.088	F		56000	F	2003
64	Combined			F	91%	0%	1%	1%	6%	0%	F	NA	,		117000	F	2003
	Combined	manio.	103000	•	7170	070			070	070	•	INA			117000		
East				_	From:			I-464					_				
64		4.31	40000	F	91%	0%	1%	1%	6%	0%	F	0.090	F		43000	F	2003
•	Combined	ı rattic:	81000	F	91%	0%	1%	1%	6%	0%	F	NA			86000	F	
East					From:	US 1	7 George V	Washingto	n Highwa	y							
East 64		1.46	36000	F	91%	0%	1%	1%	6%	0%	F	0.088	F		38000	F	2003
	Combined	Traffic:	69000	F	91%	0%	1%	1%	6%	0%	F	NA			72000	F	
East					To: From:	US	13 US 46	0 Military	Highway								
(64)		2.31	34000	F	91%	0%	1%	1%	6%	0%	F	0.085	F		35000	F	2003
	Combined	Traffic:	68000	F	91 <u>%</u>	0%	1%	1%	6%	0%	F	0.092	F	0.511	70000	F	
					To:			64, I-664									
West		0.00	00000	_	From:	001		irginia Be		001	_	0.000	_		0.4000	_	0000
64	Oamalaira a I	0.89	62000	F	91%	0%	1%	1%	6%	0%	F	0.080	F		64000	F	2003
	Combined	i raitic:	120000	F	91%	0%	1%	1%	6%	0%	F	NA			123000	F	
West					From:			rier Parkw		-							
64		1.78	63000	F	91%	0%	1%	1%	6%	0%	F	0.088	F		65000	F	2003
	Combined	Traffic:	121000	F	91%	0%	1%	1%	6%	0%	F	NA			128000	F	
West					To: From:		SR 168 B	attlefield	Blvd								
64)		0.82	58000	N	91%	0%	1%	1%	6%	0%	Ν	0.090	Ν		61000	Ν	2003
	Combined	Traffic:	109000	N	91%	0%	1%	1%	6%	0%	Ν	NA			117000	Ν	
					To:		1	US 17									

							City Oi	Jilesapi	canc								
Route	!	Length	AADT	QA	4Tire	Bus			uck 1Trail		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Chesapeake					From:		GD 160 F	1.1	DI I	- 1							
West		0.49	58000	F	91%	0%	1%	Battlefield 1%	6%	0%	F	0.090	F		61000	F	2003
64	Combined .				91%								Г				2003
'	Combined ¹	Hailic.	109000	F	91%	0%	1%	1%	6%	0%	F	NA			117000	F	
West					From:			I-464		•							
64		0.41	36000	F	91%	0%	1%	1%	6%	0%	F	0.09	F		37000	F	2003
	Combined ⁻	Traffic:	75000	F	91%	0%	1%	1%	6%	0%	F	NA			80000	F	
					To: From:		SR 190 G	reat Bridg	e Blvd	1							
West		2.00	44000	_						00/	_	0.000	_		40000	_	2002
64	O l- !l :	3.86	41000	F	91%	0%	1%	1%	6%	0%	F	0.088	F		42000	F	2003
	Combined ¹	I rattic:	81000	F	91%	0%	1%	1%	6%	0%	F	NA			86000	F	
West					From:	US	S 17 Georg	e Washin	gton Hwy								
(64)		1.86	34000	F	91%	0%	1%	1%	6%	0%	F	0.094	F		35000	F	2003
	Combined ¹		69000	F	91%	0%	1%	1%	6%	0%	F	NA			72000	F	
	Combined	rranio.	00000	•							•				12000	•	
West					From:	J	JS 13, US	460 Milita	ary Hwy								
64		1.65	34000	F	91%	0%	1%	1%	6%	0%	F	0.091	F		35000	F	2003
	Combined ⁷	Traffic:	68000	F	91 <u>%</u>	0%	1%	1%	6%	0%	F	NA			70000	F	
					To:		I-2	64, I-664									
					From:	BUS	US 17 Geo	orge Wash	nington Hw	лу							
(165) Cedar Rd		2.40	13000	G	98%	1%	1%	0%	0%	0%	С	0.085	F	0.585	14000	G	2003
					To		V	Vest Rd		L							
(165) Cedar Rd		1.29	11000	G	98%	1%	1%	0%	0%	0%	F	0.089	F	0.604	12000	G	2003
165 Ocaa 110		1.20	11000	Ŭ							•	0.000	•	0.004	12000	Ü	2000
		0.00		_	From:		S 17; SR 1				_	0.00-		0.550	0.4000		0000
165 Cedar Rd		0.28	22000	G	98%	0%	1%	0%	0%	0%	С	0.087	F	0.552	24000	G	2003
<u> </u>					To: From:		Bells N	∕ill Rd W	est								
(165) Cedar Rd		2.01	22000	G	98%	0%	1%	0%	0%	0%	F	0.088	F	0.553	24000	G	2003
					To:	1	31-8798 B	ells Mill	Rd Fast	1							
(165) Cedar Rd		1.73	23000	G	98%	0%	1%	0%	0%	0%	F	0.076	F	0.506	25000	G	2003
100					Tai												
Bus					From:	1	Bus SR 168	вашепе	ad Biva								
(165)(168)Battlefiel	d Blvd	0.26	31000	G	98%	0%	1%	1%	1%	0%	С	0.077	F	0.517	33000	G	2003
					To:	Е	SUS SR 16	8 Battlefie	eld Blvd								
(165) Mt Pleasant Ro	t	0.75	18000	G	97%	0%	1%	2%	1%	0%	F	0.092	F	0.579	19000	G	2003
100					To:				D								
(165) Mt Pleasant Ro	1	2.57	17000	G	From: 97%	0%	SR 168 Gre 1%	at Bridge 2%	Bypass 1%	0%	С	0.093	F	0.562	19000	G	2003
165 WIL Fleasant RC	1	2.57	17000	G	9170	070	1 70	270	1 70	0%	C	0.093	Г	0.302	19000	G	2003
					From:		31-866 Ce			•							
(165) Mt Pleasant Ro	d	4.53	10000	G	97%	0%	1%	1%	1%	0%	С	0.096	F	0.518	11000	G	2003
					From:	1.	31-8667 Fe	ntress Air	rfield Rd	1							
(165) Mt Pleasant Ro	t	0.91	9700	G	97%	0%	1%	1%	1%	0%	F	0.101	F	0.579	10000	G	2003
\smile					To:		WCL V	'irginia Be	each								
					From:	U	S 17; SR 1	04 Domin	ion Blvd	1							
(166) Bainbridge Blvd	d	2.05	4000	G	87%	1%	2%	6%	5%	0%	F	0.102	F	0.616	4400	G	2003
					To:		CD 100 C	Di.d	- DII								
166 Bainbridge Blvd	4	0.69	8300	G	From: 87%	1%	SR 190 Gr 2%	6%	5%	0%	С	0.094	F	0.530	9100	G	2003
166 Ballibridge Bive	J	0.09	0300	G	To:	1 /0		Military F		0 /6	C	0.034		0.550	9100	G	2003
					From:			ARY HV									
166 460 Bainbrid	ge Blvd	1.99	11000	G	97%	0%	1%	1%	1%	0%	F	0.079	F	0.547	11000	G	2003
										1							
Painhrid	ao Blud	N 91	0600	G	From:	Ω0/		apeake D		00/		0.077	F	0.675	10000	C	2002
166 460 Bainbrid	ge biva	0.81	9600	G	97%	0%	1%	1%	1%	0%	С	0.077	F	0.575	10000	G	2003
					From:			Poindexto oridge Blv									
166 460 Poindext	er St	0.56	9200	G	96%	0%	1%	1%	2%	0%	С	0.099	F	0.622	10000	G	2003
100 (400). 536%			••	-		- / •					•		•			-	
00-4 04-	o o t	0.20	CECO		From:	00/		berty St	00/	00/	^	0.44	Г	0.705	7000		2002
166 460 22nd Str	eet	0.39	6500	G	97%	0%	2%	0%	0%	0%	С	0.11	F	0.725	7000	G	2003
					To:		SCI	L Norfolk									

						City of Che	sapeake								
Route	Length	AADT	QA	4Tire	Bus	2Axle 3+	Truck Axle 1Trail	2Trail	- QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Chesapeake															
168 Battlefield Blvd	1.79	21000	A	96%	0%		% 1%	0%	С	0.184	Α	0.554	19000	Α	2003
168 Toll Road	6.11	71000	F	96%	0%		% 1%	0%	F	0.099	F	0.654	65000	F	2003
168 Great Bridge Bypass	1.76	71000	F	From: 96%	0%	End Toll 1% 1	Road % 1%	0%	F	0.099	F	0.654	65000	F	2003
168 Great Bridge Bypass	0.20	22000	G	From: 96%	0%	US SR 168 Bat 1% 1	tlefield Blvd % 1%	0%	F	0.096	F	0.592	20000	G	2003
168 Great Bridge Bypass	1.50	42000	G	From: 96%	0%	Hanbury	Rd 1%	0%	F	0.102	F	0.78	37000	G	2003
				To- From:		SR 165 Mt Pl	easant Rd								
Great Bridge Bypass	2.49	57000	G	96% To:		1% 1 SR 168 Bus Batt US SR 168 Bat		0%	F	0.091	F	0.691	50000	G	2003
168 Oak Grove Connector	1.82	56000	G	96%	0%	1% 1	% 1%	0%	F	0.089	F	0.641	49000	G	2003
	0.82			From:	C.	I-64	roctional tra	ffic vol	mo oct	imates fo	or thic	coamon*			
Combine	0.82 ed Traffic:	109000	N	91% To:	0%	ee I-64 for di 1% 1 I-64; US	% 6%	0%	me est N	NA	or this	segment.	117000	N	
168 Battlefield Blvd	0.82	39000	Α	97%	0%	I-64	% 2%	0%	С	0.119	Α	0.515	42000	Α	2003
168 Battlefield Blvd	0.47	27000	G	From: 97%	0%	US 13 Milit 1% 1	ary Hwy % 2%	0%	F	0.086	F	0.523	29000	G	2003
168) Atlantic Ave	0.42	19000	G	From: 97%	0%	Camposte	lla Rd % 2%	0%	F	0.094	F	0.604	20000	G	2003
168) Atlantic Ave	1.16	17000	G	From: 92%	1%	Providence 2% 2	ce Rd % 3%	0%	С	0.096	F	0.6	18000	G	2003
168 Atlantic Ave	0.39	10000	G	From: 97%	0%	Old Atlantic	Avenue 2%	0%	F	0.094	F	0.662	11000	G	2003
	0.35	20000	G	From: 97%	0%	SR 246 Lib		0%	F	0.09	F	0.643	21000	G	2003
168	0.55	20000		To:	070	SCL No	folk		<u>'</u>	0.03		0.043	21000		2003
Bus 168 Battlefield Blvd	2.70	11000	G	96%	0%		% 1%	0%	F	0.084	F	0.629	12000	G	2003
Bus				From:		Indian Cre									
168 Battlefield Blvd	1.55	15000	G	96%	0%	1% 1 Centerville	% 1%	0%	F	0.089	F	0.570	15000	G	2003
Bus 168 Battlefield Blvd	3.78	15000	G	96%	0%		% 1%	0%	F	0.098	F	0.512	17000	G	2003
Bus 168 Battlefield Blvd	1.98	7300	G	From: 98%	0%	Great Bridge	Bypass 1%	0%	F	0.082	F	0.638	7900	G	2003
Bus 168 Battlefield Blvd	0.26	31000	G	To: From: 98%		165 South; Mor 165 South; Mor 1% 1			С	0.077	F	0.517	33000	G	2003
				To: From:		SR 165 North;									
Bus 168 Battlefield Blvd	1.24	34000	G	98%	0%	1% 1	% 1%	0%	F	0.074	F	0.51	36000	G	2003
Bus				From:		SR 190 Great E	Bridge Blvd								
168 Battlefield Blvd	0.17	34000	G	98%	0%	1% 1	% 1%	0%	F	0.082	F	0.522	37000	G	2003
Bus 168	2.72	42000	G	98%	0%	1% 1	% 1%	0%	F	0.085	F	0.638	45000	G	2003
				To:		I-64; SR	168								

						City of Ches	ареаке								
Route	Length	AADT	QA	4Tire	Bus	2Axle 3+A		2Trail	- QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Chesapeake						Zivic o.i.	Ale TITAL	ZIIGII		1 dotor		1 40101			
				From:		SR 166 Bainbri	-								
190 Great Bridge Blvd	1.13	4600	G	81%	2%	2% 11	% 3%	0%	С	0.099	F	0.534	5000	G	2003
<u> </u>				To: From:		I-64									
190 Great Bridge Blvd	0.26	12000	G	97%	1%	1% 19	6 0%	0%	F	0.085	F	0.698	13000	G	2003
				To: From:	U	S 17; SR 104 Do	minion Blvd								
(190) Great Bridge Blvd	2.34	9000	G	97%	1%	1% 19		0%	С	0.088	F	0.592	9700	G	2003
				To:	1	Bus SR 168 Battl	ofield Blvd								
190 Kempsville Rd	1.29	18000	G	98%	0%	1% 19		0%	С	0.098	F	0.573	19000	G	2003
190) 1 0 11 190 1 110 1 10	1.20				0,0				Ū	0.000	•	0.070	10000	Ū	2000
	0.00	0=000	_	From:	00/	Greenbrier				0.404		0.500	00000		
190 Kempsville Rd	2.30	27000	G	99% To:	0%	0% 0%		0%	F	0.101	F	0.589	29000	G	2003
						WCL Virginia	Beach								
				From:		SR 191, S Mili									
(191 <i>)</i> { 13 }	0.18	6700	G	91%	1%	2% 29		0%	F	0.092	F	0.58	7200	G	2003
\sim				To: From:		AIRLINE B									
191 Jolliff Rd	2.22	3000	G	97%	1%	US 58 Airlin 1% 19		0%	С	0.134	F	0.632	3300	G	2003
191 Jolliff Rd	2.22	3000	G	91 70	1 70	170 I7	U%	U 70	C	0.134	۲	0.032	3300	G	2003
				From:		Dock Landin									
(191) Joliff Rd	0.91	2700	G	97 <u>%</u>	0%	1% 19		0%	С	0.142	F	0.512	2900	G	2003
<u></u>				To-		SR 337 Portsmo	outh Blvd								
				From:		US 13 Milita	ry Hwy								-
196) Canal Dr	0.96	13000	G	98%	0%	1% 0%	6 0%	0%	С	0.099	F	0.631	14000	G	2003
				To:	U	S 17 George Was	hington Hwy								
				From:		US 460)								
246)Liberty St	0.39	9100	G	97%	1%	1% 19		0%	С	0.082	F	0.521	9800	G	2003
,				To:		T d G									
a call iborty St	0.37	5200	G	From: 93%	1%	Latham St 1% 3%		0%	С	0.096	F	0.532	5700	G	2003
246 Liberty St	0.37	5200	G	93% To:	170	SR 168 Campo		0%	C	0.096	Г	0.532	5700	G	2003
East			_	From:		I-64; I-6		201	_	o	_			_	
264	1.10	24000	F	94%	0%	2% 1%		0%	F	0.125	F		26000	F	2003
Combin	ned Traffic:	49000	F	94%	0%	1% 19		0%	F	NA			53000	F	
				To:		WCL Portsr	nouth	J							
West				From:		I-64; I-6									
264)	1.17	25000	F	94%	0%	1% 19	6 3%	0%	F	0.117	F		27000	F	2003
Combir	ned Traffic:	49000	F	94 <u>%</u>	0%	1% 19		0%	F	NA			53000	F	
				To:		WCL Portsr	nouth								
				From:		ECL Suff	olk								
337 Portsmouth Blvd	0.72	12000	G	91%	0%	2% 2%	6 5%	0%	С	0.087	F	0.54	13000	G	2003
\smile				To:		SR 191 Joli	ff Rd								
337 Portsmouth Blvd	0.68	17000	G	91%	0%	2% 2%		0%	F	0.108	F	0.598	18000	G	2003
337 Portsmouth Blvd	0.00		•	- 170	J /0		0 0/0	J /0	'	0.100	•	0.000	10000	5	2000
	2.22	00000	_	From:	001	I-664	, ,,,,		_	0.000	_	0.545	00000		0000
Portsmouth Blvd	0.60	30000	G	96%	0%	2% 19	6 1%	0%	F	0.089	F	0.545	32000	G	2003
<u>~</u>				To- From:		Capri Circle	West								
337 Portsmouth Blvd	0.67	25000	G	96%	0%	2% 19	6 1%	0%	С	0.088	F	0.509	27000	G	2003
				To:		Taylor R	'd								
337 Portsmouth Blvd	0.24	30000	G	96%	0%	2% 1%		0%	F	0.089	F	0.508	32000	G	2003
337 Portsmouth Blvd	0.27	23000	-	JU 70	U /U			J /0	•	0.000	•	0.000	32000	J	2000
				From:		Dock Landin					_	<u> </u>			
337) Portsmouth Blvd	0.49	31000	G	96%	0%	2% 1%		0%	F	0.09	F	0.540	33000	G	2003
\smile				To:		WCL Portsr									
Doin douden Office of	0.50	7400	.,	From:	40/	ECL Portsn		00/	K I	0.447	K I	0.070	7700	K I	0000
337 Poindexter Street	0.50	7100	N	96% To:	1%	1% 09	6 1%	0%	N	0.117	N	0.679	7700	N	2003
				From:		I-464 US 460; Poind	exter St								
337 Bainbridge Blvd	0.74	1600	G	96%	1%	1% 09		0%	F	0.087	F	0.503	1800	G	2003
337 Bainbridge Blvd	5.17	.000	•	To:	1 /0	SCL Norf			'	0.007	•	0.000	1000	5	2000
						SCL INOTI	OIK.								

April Combined Traffic April April Combined Traffic April April Combined Traffic Appil Combined Traffic App							City of Ci	nesapea	ке								
Cite of Chassacake Combined Free Field 0.71 23000 G 98% 0% 1% 1% 1% 0% F 0.088 F 0.601 25000 G 2003	Route	Length	AADT	QA	4Tire	Bus	2Axle 3			2Trail	QC		QK		AAWDT	QW	Year
FCT Northite FCT	City of Chesapeake							, , , ,				. doto.		. acto.			
Combined Friedrick Combined Traffic: Combined Friedrick Combined Traffic: Co																	
Agricolate River Rd 0.90 30000	407) Indian River Rd	0.71	23000	G	98%	0%	1%	1%	1%	0%	F	0.086	F	0.601	25000	G	2003
April Mail					To:		Oakle	ette Ave		1							
WCLL Vergent Disch WCLL Ve	Indian River Rd	0.90	30000	G		0%			1%	0%	С	0.094	F	0.546	33000	G	2003
160 (SB)	401)			_							_		-			_	
Ago S8					From:												
1.664 6300 1.0 1.664 63000 1.0 1.664 1.0 1		2.41	63000	۸		O%			60/-	Ω%	C	0.006	۸	0.577	65000	۸	2003
According Acco	460 (58)	2.41	03000	^	3170	0 70	1 /0	1 70	0 70	070	C	0.030	^	0.511	03000	^	2003
13										-							
Age 13	460 \ \ 58 \	0.64	63000	N	91%	0%	1%	1%	6%	0%	N	0.096	Ν	0.577	65000	N	2003
Age 13	***				To		US 58:	: SR 191									
SR 191 S Milliary Hove 1.00 N 91% 1% 2% 2% 4% 0% N 0.092 N 0.58 7200 N 2003	460 (13)	0.18	6700	G		1%			4%	0%	F	0.092	F	0.58	7200	G	2003
Ago 13	400) (10)																
Combined Traffic: NA	~~	0.45	0700			40/				-00/		0.000		0.50	7000	N.	0000
Shilitary Hwy				N	91%	1%	2%	2%	4%	0%	N		N	0.58		N	2003
13 Military Hwy 1.37 16000 G 91% 1% 2% 2% 4% 0% C 0.123 F 0.557 8100 G 2003	Combine	ed Traffic:	NA									NA			NA		
13 Military Hwy					To:		S Milit	tary Hwy		-							
1.37 16000 G 97% 0% 1% 1% 0% 0% 0% F 0.121 F 0.606 18000 G 2003	460 13 Military Hwy	2.44	7500	G		1%			4%	0%	С	0.123	F	0.557	8100	G	2003
1.37 16000 G 97% 0% 1% 1% 0% 0% F 0.121 F 0.606 18000 G 2003					To:			61		 1							
Liberty St	Militar I I	4 07	16000	^	From:	00/			00/	00/	_	0.404	_	0.600	10000	C	2000
April Apri	460 13 Willitary Hwy	1.37	10000	G	91%	U%	170	1 70	U%	υ%	F	0.121	Г	0.000	10000	G	∠003
1400 131 Military Hwy					To: From:	US	S 17 George '	Washingto	on Hwy								
SR 196 Canal Dr	460 \ 13 \ Military Hwy	1.01	17000	G	97%	0%	1%	1%	0%	0%	F	0.115	F	0.523	19000	G	2003
A	~ · · · ·				To:		SR 196	Canal Dr		1							
Military Hay 1400 1.99 1100 G 97% 0% 0% 1% 1% 1% 0% 0% F 0.079 F 0.547 11000 G 2003 1400 Bainbridge Blvd 0.81 9600 G 97% 0% 1% 1% 1% 0% 0% C 0.077 F 0.575 10000 G 2003 1400 Poindexter St	Military Hwy	2 20	31000	Δ		0%			0%	0%	C	0.134	Δ	0.508	35000	Δ	2003
100 100	460) (13) William (17)	2.20	01000	^	_	0 70			070	070	O	0.104	, ,	0.000	00000	,,	2000
A60 Bainbridge Blvd 1.99 11000 G 97% 0% 1% 1% 1% 0% F 0.079 F 0.547 11000 G 2003					From:				N								
Chesapeake Ave Combined Bivd 0.81 9600 G 97% 0% 1% 1% 1% 0% 0% C 0.077 F 0.575 10000 G 2003	A60 Bainbridge Blvd	1.99	11000	G	97%	0%				0%	F	0.079	F	0.547	11000	G	2003
Ago Bainbridge Blvd 0.81 9600 G 97% 0% 1% 1% 1% 0% 0% C 0.077 F 0.575 10000 G 2003	400)						~										
SR 337 Poindexter St SR 168	~~~	0.04		_		00/			40/		_	0.077	_	0.535	40000		0000
Signature Sign	460 Bainbridge Blvd	0.81	9600	G	_	0%				0%	C	0.077	F	0.575	10000	G	2003
Add Poindexter St 0.56 9200 G 96% 0% 1% 1% 2% 0% C 0.099 F 0.622 10000 G 2003									St								
Liberty St Liberty St Liberty St Liberty St SCL Norfolk SCL Norfolk SCL Norfolk Liberty St SCL Norfolk SCL N	Poindoytor St	0.56	0200	G		Ω0/			20/	00/	C	0.000	_	0.622	10000	0	2002
Act	460 Poindexter St	0.50	9200	G	90%	0%	170	1 70	2 70	076	C	0.099	F	0.022	10000	G	2003
SCL Norfolk					From:		Libe	erty St									
SCL Norfolk	460 22nd Street	0.39	6500	G	97%	0%	2%	0%	0%	0%	С	0.11	F	0.725	7000	G	2003
North See See Airline Blvd 1.72 8400 G 96% 1% 1% 0% 0% 1% 0% 0% 0	<i></i>				To-		SCL 1	Norfolk									
Adol 58 Airline Blvd 1.72 8400 G 96% 1% 1% 0% 1% 0% C 0.079 F 0.576 9100 G 2003	ALT				From:		Joli	iff Rd		1							
North 464	A60 58 Airline Blvd	1.72	8400	G	96%	1%			1%	0%	С	0.079	F	0.576	9100	G	2003
North 464 0.14 19000 F 95% 0% 1% 1% 2% 0% F 0.129 F 22000 F 2003 Combined Traffic: 49000 F 95% 0% 1% 1% 2% 0% F NA 56000 F North 464 0.64 25000 F 95% 0% 1% 1% 2% 0% F NA 56000 F Combined Traffic: 46000 F 95% 0% 1% 1% 2% 0% F NA 53000 F North 464 1.06 23000 F 94% 0% 2% 1% 3% 0% C 0.12 F 27000 F 2003 Combined Traffic: 43000 F 93% 0% 1% 1% 2% 0% C 0.113 B 0.761 50000 F North 464 1.89 23000 A 95% 0% 1% 1% 2% 0% C 0.163 A 26000 A 2003 Combined Traffic: 43000 A 95% 0% 1% 1% 2% 0% C 0.114 B 0.776 49000 A North 500 1.89 23000 F 95% 0% 1% 1% 2% 0% C 0.114 B 0.776 49000 A North 500 1.89 23000 F 95% 0% 1% 1% 2% 0% F 0.118 F 27000 F 2003 Combined Traffic: 43000 F 95% 0% 1% 1% 2% 0% F 0.118 F 27000 F 2003 Combined Traffic: 43000 F 95% 0% 1% 1% 2% 0% F 0.118 F 27000 F 2003 Combined Traffic: 43000 F 95% 0% 1% 1% 2% 0% F 0.118 F 27000 F 2003	400 (30)																
0.14 19000 F 95% 0% 1% 19% 2% 0% F 0.129 F 22000 F 2003 Combined Traffic: 49000 F 95% 0% 1% 19% 2% 0% F NA 56000 F					Erom:												
Combined Traffic: 49000 F 95% 0% 1% 1% 2% 0% F NA 56000 F North		0.44	10000	F	<u> </u>	00/			20/	00/	_	0.400	г		22000	_	2002
North 464 0.64 25000 F 95% 0% 1% 1% 2% 0% F 0.117 F 29000 F 2003 Combined Traffic: 46000 F 95% 0% 1% 1% 2% 0% F NA 53000 F North 464 1.06 23000 F 94% 0% 2% 1% 3% 0% C 0.12 F 27000 F 2003 Combined Traffic: 43000 F 93% 0% 2% 1% 3% 0% C 0.113 B 0.761 50000 F North 464 1.89 23000 A 95% 0% 1% 1% 2% 0% C 0.163 A 26000 A 2003 Combined Traffic: 43000 A 95% 0% 1% 1% 2% 0% C 0.114 B 0.776 49000 A North 464 0.76 23000 F 95% 0% 1% 1% 2% 0% F 0.118 F 27000 F 2003 Combined Traffic: 43000 F 95% 0% 1% 1% 2% 0% F 0.118 F 27000 F 2003 Combined Traffic: 43000 F 95% 0% 1% 1% 2% 0% F 0.118 F 27000 F 2003 Combined Traffic: 43000 F 95% 0% 1% 1% 2% 0% F 0.118 F 27000 F 2003 Combined Traffic: 43000 F 95% 0% 1% 1% 2% 0% F NA 50000 F													Г				∠003
0.64 25000 F 95% 0% 1% 1% 2% 0% F 0.117 F 29000 F 2003 Combined Traffic: 46000 F 95% 0% 1% 1% 2% 0% F NA 53000 F North	Combine	ed Traffic:	49000	F	95%	0%	1%	1%	2%	0%	F	NA			56000	F	
0.64 25000 F 95% 0% 1% 1% 2% 0% F 0.117 F 29000 F 2003 Combined Traffic: 46000 F 95% 0% 1% 1% 2% 0% F NA 53000 F North 464 1.06 23000 F 94% 0% 2% 1% 3% 0% C 0.12 F 27000 F 2003 Combined Traffic: 43000 F 93% 0% 2% 1% 3% 0% C 0.113 B 0.761 50000 F North 464 1.89 23000 A 95% 0% 1% 1% 2% 0% C 0.163 A 26000 A 2003 Combined Traffic: 43000 A 95% 0% 1% 1% 2% 0% C 0.114 B 0.776 49000 A North From: SR 337 Poindexter St O.76 23000 F 95% 0% 1% 1% 2% 0% F 0.118 F 27000 F 2003 Combined Traffic: 43000 F 95% 0% 1% 1% 2% 0% F NA 50000 F	North				To: From:		I-	-64									
Combined Traffic: 46000 F 95% 0% 1% 1% 2% 0% F NA 53000 F		0.64	25000	_		00/	10/	10/	20/	00/	г	0 117	_		20000	E	2002
North 464 1.06 23000 F 94% 0% 2% 1% 3% 0% C 0.12 F 27000 F 2003 Combined Traffic: 43000 F 93% 0% 2% 1% 3% 0% C 0.113 B 0.761 50000 F North 464 1.89 23000 A 95% 0% 1% 1% 2% 0% C 0.163 A 26000 A 2003 Combined Traffic: 43000 A 95% 0% 1% 1% 2% 0% C 0.114 B 0.776 49000 A North 5													٢				2003
1.06 23000 F 94% 0% 2% 1% 3% 0% C 0.12 F 27000 F 2003 Combined Traffic: 43000 F 93% 0% 2% 1% 3% 0% C 0.113 B 0.761 50000 F 1.89 23000 A 95% 0% 1% 1% 2% 0% C 0.163 A 26000 A 2003 Combined Traffic: 43000 A 95% 0% 1% 1% 2% 0% C 0.114 B 0.776 49000 A SR 337 Poindexter St 0.76 23000 F 95% 0% 1% 1% 2% 0% F 0.118 F 27000 F 2003 Combined Traffic: 43000 F 95% 0% 1% 1% 2% 0% F NA 50000 F	Combine	eu i rattic:	46000	۲	95%	υ%	1%	1%	2%	υ%	F	NΑ			53000	F	
1.06 23000 F 94% 0% 2% 1% 3% 0% C 0.12 F 27000 F 2003 Combined Traffic: 43000 F 93% 0% 2% 1% 3% 0% C 0.113 B 0.761 50000 F 1.89 23000 A 95% 0% 1% 1% 2% 0% C 0.163 A 26000 A 2003 Combined Traffic: 43000 A 95% 0% 1% 1% 2% 0% C 0.114 B 0.776 49000 A North SR 337 Poindexter St 0.76 23000 F 95% 0% 1% 1% 2% 0% F 0.118 F 27000 F 2003 Combined Traffic: 43000 F 95% 0% 1% 1% 2% 0% F NA 50000 F	North				From:		US 13 M	ilitary Hw	y								
Combined Traffic: 43000 F 93% 0% 2% 1% 3% 0% C 0.113 B 0.761 50000 F North From: Freeman Ave		1 06	23000	F	Q4%	Λº/ ₂	2%	1%	3%	0%	Γ	ი 12	F		27000	F	ასსა
North (464) 1.89 23000 A 95% 0% 1% 1% 2% 0% C 0.163 A 26000 A 2003 Combined Traffic: 43000 A 95% 0% 1% 1% 2% 0% C 0.114 B 0.776 49000 A North (464) 0.76 23000 F 95% 0% 1% 1% 2% 0% F 0.118 F 27000 F 2003 C C C C C C C C C C C C C C C C C C														0.704			2003
1.89 23000 A 95% 0% 1% 1% 2% 0% C 0.163 A 26000 A 2003 Combined Traffic: 43000 A 95% 0% 1% 1% 2% 0% C 0.114 B 0.776 49000 A SR 337 Poindexter St 0.76 23000 F 95% 0% 1% 1% 2% 0% F 0.118 F 27000 F 2003 Combined Traffic: 43000 F 95% 0% 1% 1% 2% 0% F NA 50000 F	Combine	eu itattic:	43000	r	93%	U%			3%	U%	C	0.113	В	0.761	50000	F	
1.89 23000 A 95% 0% 1% 1% 2% 0% C 0.163 A 26000 A 2003 Combined Traffic: 43000 A 95% 0% 1% 1% 2% 0% C 0.114 B 0.776 49000 A SR 337 Poindexter St 0.76 23000 F 95% 0% 1% 1% 2% 0% F 0.118 F 27000 F 2003 Combined Traffic: 43000 F 95% 0% 1% 1% 2% 0% F NA 50000 F	North				To: From:		Freen	nan Ave									
Combined Traffic: 43000 A 95% 0% 1% 1% 2% 0% C 0.114 B 0.776 49000 A North 10 1 1 2 0 0 0		1 80	23000	Δ		0%	1%	1%	2%	0%	C	0 163	Δ		26000	Δ	2003
North SR 337 Poindexter St 0.76 23000 F 95% 0% 1% 1% 2% 0% F 0.118 F 27000 F 2003 Combined Traffic: 43000 F 95% 0% 1% 1% 2% 0% F NA 50000 F														0.770			2000
0.76 23000 F 95% 0% 1% 1% 2% 0% F 0.118 F 27000 F 2003 Combined Traffic: 43000 F 95% 0% 1% 1% 2% 0% F NA 50000 F	Combine	eu itattic:	43000	А	95%	U%	1%	1%	∠%	υ%	C	0.114	В	0.776	49000	А	
0.76 23000 F 95% 0% 1% 1% 2% 0% F 0.118 F 27000 F 2003 Combined Traffic: 43000 F 95% 0% 1% 1% 2% 0% F NA 50000 F	North				To: From:		SR 337 Pc	oindexter	St	-							
Combined Traffic: 43000 F 95% 0% 1% 1% 2% 0% F NA 50000 F		0.76	23000	F		0%	1%	1%	2%	0%	F	0 118	F		27000	F	2003
													'				2003
	Combine	eu i rattic:	43000	۲	95% To:	υ%			2%	υ%	F	NΑ			50000	F	

						City of	Опсзар	cuite								
Route	Length	AADT	QA	4Tire	Bus			uck 1Trail		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
ity of Chesapeake				From:		TIO:	15 CD 16	0	i							
outh	0.18	30000	F	95%	0%	1%	17; SR 168 1%	3%	0%	F	0.104	F		33000	F	2003
164	Combined Traffic:	49000	F	95%	0%	1%	1%	2%	0%	F	NA	'		56000	F	2000
	Combined Traine.	43000	•	70: To:	070	1 /0		270			14/5			30000	ı	
outh			_	From:	201	40/	I-64	201		_		_			_	
164)	0.98	21000	F	95%	0%	1%	1%	3%	0%	F	0.123	F		24000	F	2003
	Combined Traffic:	46000	F	95%	0%	1%	1%	2%	0%	F	NA			53000	F	
outh				From:		US 13	Military F	łwy	-							
164)	0.84	20000	F	93%	0%	2%	1%	4%	0%	С	0.111	F		23000	F	2003
	Combined Traffic:	43000	F	93%	0%	2%	1%	3%	0%	С	NA			50000	F	
nuth .				From:		Freer	nan Avenı	ue								
outh 64)	2.01	20000	Α	95%	0%	1%	1%	3%	0%	С	0.143	Α		23000	Α	2003
04)	Combined Traffic:	43000	Α	95%	0%	1%	1%	2%	0%	С	NA			49000	Α	
				To		Coll	ector Roa	d								
outh	0.42	20000	_	From:	00/				00/	_	0.110	_		22000	_	2002
64)	0.43	20000	F	95%	0%	1%	1% 1%	3%	0% 0%	F	0.112	F		23000	F F	2003
	Combined Traffic:	43000	F	95% To:	0%	1% SC	L Norfolk	2%	0%	F	NA			50000	Г	
ast				From:			L Suffolk	-	i							
64	0.16	32000	G	93%	0%	1%	1%	5%	0%	F	0.108	F		35000	G	2003
	Combined Traffic:	65000	G	93%	0%	1%	1%	5%	0%	F	NA			71000	G	
				To		64-659	Pughsville	e Rd								
ast	2.02	20000	_	From:	00/				00/	_	0.000	_		20000	_	2000
64)	2.02	36000	F	93%	0%	1%	1%	5%	0%	F	0.098	F		39000	F	2003
	Combined Traffic:	72000	F	93%	0%	1%	1%	5%	0%	F	NA			78000	F	
ast				From:		SR 337 P	ortsmouth	Blvd								
64)	1.10	36000	F	93%	0%	1%	1%	5%	0%	F	0.095	F		39000	F	2003
	Combined Traffic:	72000	F	93%	0%	1%	1%	5%	0%	F	NA			79000	F	
ast				To- From:	(64-663 Do	ck Landin	g Road								
64)	1.18	38000	F	93%	0%	1%	1%	5%	0%	F	0.100	F		42000	F	2003
9	Combined Traffic:	78000	F	93%	0%	1%	1%	5%	0%	F	NA			84000	F	
				To:			US 58		1.							
ast	4.40	40000	_	From:	00/			E 0/	00/	_	0.004	_		F4000	_	2000
64	1.13	46000	F	93%	0%	1%	1%	5%	0%	F	0.094	F		51000	F	2003
	Combined Traffic:	98000	F	93%	0%	1%	1%	5%	0%	F	NA			106000	F	
ast				From:		US ·	460, US13	3								
64)	0.73	51000	F	93%	0%	1%	1%	5%	0%	F	0.108	F		56000	F	2003
	Combined Traffic:	102000	F	93%	0%	1%	1%	5%	0%	F	NA			111000	F	
				To-			64, I-264									
est	0.00		_	From:	00/		L Suffolk		00/	_	0.000	_		00000	_	0000
64	0.62	33000	F	93%	0%	1%	1%	5%	0%	F	0.089	F		36000	F	2003
	Combined Traffic:	65000	G	93%	0%	1%	1%	5%	0%	F	NA			71000	G	
est				From:		64-659 P	ughsville	Road								
64)	2.10	36000	F	93%	0%	1%	1%	5%	0%	F	0.086	F		39000	F	2003
	Combined Traffic:	72000	F	93%	0%	1%	1%	5%	0%	F	NA			78000	F	
oot				To: From:		SR 337 P	ortsmouth	Blvd								
(est 64)	1.03	37000	F	93%	0%	1%	1%	5%	0%	F	0.089	F		40000	F	2003
04)	Combined Traffic:		F	93%	0%	1%	1%	5%	0%	F	NA	•		79000	F	_000
											. 4/ \					
est				From:		64-663 Do										
64)	1.48	40000	F	93%	0%	1%	1%	5%	0%	F	0.093	F		43000	F	2003
	Combined Traffic:	78000	F	93%	0%	1%	1%	5%	0%	F	NA			84000	F	
				To:			US 58									

						City of Chesap	еаке								
Route	Length	AADT	QA	4Tire	Bus	Tr 2Axle 3+Axle			- QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Chesapeake West				From:		US 58									
664)	1.21	51000	F	93%	0%	1% 1%	5%	0%	F	0.087	F		55000	F	2003
Con	mbined Traffic:	98000	F	93 <u>%</u>	0%	1% 1%	5%	0%	F	NA			106000	F	
				To:		I-64, I-264									
				From:		Churchland Blv	/d								
1 Towne Point Rd	0.07	22000	G	98%	1%	0% 0%	0%	0%	F	0.096	F	0.521	24000	G	2003
				To:	124-	-8520 JB-131 NCL (Chesapeak	e							
				From:		JB-131-NC State	Line								
2 Backwoods Rd	0.73	1400	G	98%	0%	1% 0%	0%	0%	С	0.107	F	0.895	1500	G	2003
2) 2466646 . 14	00			To:		131-8796 Ballahad			Ū	0	•	0.000		•	_000
				From:											
O Davidas Dd	2.05	400	_	<u> </u>	40/	George Washington		00/	_	0.400	_	0.700	440	0	2002
3 Douglas Rd	2.95	100	G	98% To:	1%	0% 0%	0%	0%	С	0.139	F	0.706	110	G	2003
				10.		Benefit Rd									
				From:		Battlefield Bly	'd								
(4) Indian Creek Rd	5.92	1600	G	94%	1%	2% 1%	2%	0%	С	0.096	F	0.503	1800	G	2003
				To:		WCL Virginia B	each								
				From:		Volvo Pkwy									
5 Crossways Blvd	0.32	11000	G	99%	0%	0% 0%	0%	0%	С	0.099	F	0.546	12000	G	2003
0 1 2 2	3.32		~	To	- / 0	Eden Way Nor			-		-			-	_300
				From:											
6 Woodlake Dr	0.22	20000	_		10/	Greenbriar Pky	1%	00/	_	0.000	F	0.770	24000	G	2002
6 Woodlake Dr	0.23	20000	G	98% To:	1%	1% 0%		0%	С	0.092	Г	0.772	21000	G	2003
						Old Greenbriar P									
				From:		Woodlake Di									
7) Old Greenbriar Rd	I 0.43	12000	G	97%	1%	1% 0%	1%	0%	С	0.089	F	0.61	13000	G	2003
				To-		Military Hwy	,	1							
7 Old Greenbriar	0.46	4700	G	98%	1%	1% 0%	0%	0%	F	0.095	F	0.524	5000	G	2003
			-	To:	.,,	Providence R			-		-			_	
				From:											
Dunah Walauta D	٠	4000	_	<u> </u>	00/	Ballahack Rd	1%	00/	_	0.000	_	0.500	4400	0	2002
Bunch Walnuts Ro	d 3.01	1000	G	98% To:	0%	1% 0%	170	0%	С	0.099	F	0.569	1100	G	2003
						Benefit Rd									
				From:		WCL Va Beac	h								
9 Paramont Ave	1.11	6600	G	98%	0%	1% 1%	0%	0%	С	0.088	F	0.526	7100	G	2003
				To:		Military Hwy	,								
				From:		Benefit Rd		Ī							
10) Sign Pine Rd	1.73	1700	G	98%	1%	1% 0%	0%	0%	С	0.099	F	0.809	1800	G	2003
10) - 3				To:		Battlefield Bly									
				From:	CD 1										
Compostella Dd	0.44	42000	_			1% 1%		0%	_	0.087	_	0.526	14000	G	2003
11) Campostella Rd	0.44	13000	G	97%	0%	1% 1%	2%	0%	F	0.087	F	0.536	14000	G	2003
-				From:		131-8640 Providen	ce Rd	-							
11) Campostella Rd	1.34	14000	G	97%	0%	1% 1%	2%	0%	F	0.085	F	0.503	15000	G	2003
				To:	S	R 246 Liberty St; B	order Rd								
				From:		Western Branch I				•					
8524) Churchland Blvd	0.57	5700	G	98%	0%	1% 0%	0%	0%	С	0.087	F	0.516	6200	G	2003
8524 Churchland Blvd	0.57	3700	J	30 70	070	170 070	0 70	070	O	0.007	'	0.010	0200	J	2000
$\overline{}$				From:		Town Point R									
8524) Churchland Blvd	0.09	14000	G	98%	0%	1% 0%	0%	0%	F	0.089	F	0.511	15000	G	2003
				To:		WCL Portsmou	ıth								
				From:		SR 191 Jolliff I	Rd								
Dock Landing Rd	0.27	5200	G	98%	0%	1% 0%	0%	0%	F	0.078	F	0.502	5700	G	2003
				т											
O Decided in Six	2.25	E000	_	From:	40/	I-664	00/	-00/	^	0.005	_	0.000	0400		0000
8527 Dock Landing Rd	0.89	5600	G	98%	1%	1% 0%	0%	0%	С	0.095	F	0.668	6100	G	2003
				To: From:		Eagle Hill Di									
8527) Dock Landing Rd	0.24	5400	G	98%	1%	1% 0%	0%	0%	F	0.095	F	0.615	5800	G	2003
														-	
<u> </u>			_	From:	461	Devon Dr	251			0.00	_	0 ====	2=5=	_	
8527) Dock Landing Rd	2.23	6000	G	98%	1%	1% 0%	0%	0%	С	0.094	F	0.529	6500	G	2003
				To:		SR 337 Portsmouth	Blvd								

						City of Chesape	аке								
Route	Length	AADT	QA	4Tire	Bus	Tru 2Axle 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Chesapeake															
\sim				From:		61-659; CL Suffo									
(8529) Pughsville Rd	0.84	6700	G	91%	0%	1% 2%	6%	0%	С	0.081	F	0.548	7300	G	2003
				To: From:		I-664									
8529) Pughsville Rd	0.17	18000	G	98%	0%	1% 0%	0%	0%	С	0.087	F	0.587	20000	G	2003
0				To-		131-8530; Taylor I	Rd								
_				From:		Pughsville Rd									
8529 Taylor Rd	1.65	17000	G	98%	0%	1% 0%	0%	0%	F	0.092	F	0.542	19000	G	2003
				To:		US 17									
				From:		SR 337 Portsmouth I	Blvd								
8530) Taylor Rd	1.70	22000	G	97%	0%	1% 0%	1%	0%	С	0.114	F	0.526	23000	G	2003
,				To:											
Tardan Da	0.00	00000	_	From:	00/	Bruce Rd	40/	00/		0.440		0.500	00000		0000
8530 Taylor Rd	0.29	20000	G	97%	0%	1% 0%	1%	0%	F	0.112	F	0.568	22000	G	2003
				To:		131-8529 Pughsville	Rd								
_				From:		Taylor Rd									
8531) Dunedin Dr	0.99	1500	G	97%	1%	1% 0%	0%	0%	С	0.096	F	0.51	1700	G	2003
				To:		Western Branch Bl	lvd								
				From:		Taylor Rd									
8532) Bruce Rd	1.54	11000	G	99%	0%	0% 0%	0%	0%	С	0.095	F	0.518	12000	G	2003
				To:	- , , •	Tyre Neck Rd			-					-	
				From:		Bruce St									
8532) Tyre Neck Rd	1.26	11000	G	97%	0%	2% 0%	1%	0%	С	0.093	F	0.551	12000	G	2003
				To:		WCL Portsmouth	h								
				From:		Gust La		i							
8547) Deep Creek Blvd	0.60	4300	G	99%	0%	0% 0%	0%	0%	С	0.09	F	0.614	4700	G	2003
8547) Deep Oreck Biva	0.00	4500	J	To:	070	SCL Portsmouth		070	O	0.03		0.014	4700	O	2000
							ı								
O				From:		US 460									
(8591) Liberty Street	0.40	NA		_						NA			NA		
				To:		SCL Norfolk									
				From:		ECL Norfolk									
8592) Berkley Ave	0.39	1800	G	99%	0%	0% 0%	0%	0%	С	0.082	F	0.579	2000	G	2003
				To:		Wingfield Ave									
				From:		Bank Street									
Rosemont Ave	0.13	NA				Dank Street				NA			NA		
Rosemont Ave	0.10	IVA		To:		Hill Street				14/3			INA		
				From:		Hill St									
8596) Rosemont Ave	0.37	750	G	86%	0%	2% 1%	11%	0%	С	0.083	F	0.551	810	G	2003
8390)			_	To:		US 460 Bainbridge I			_		-		• . •	_	
				From:											
Character De	0.45	2700	_	<u> </u>	00/	Bainbridge Blvd		00/	_	0.000	_	0.505	0000	_	0000
8597 Chesapeake Dr	0.45	2700	G	99%	0%	0% 0%	0%	0%	С	0.089	F	0.595	2900	G	2003
<u> </u>				To:		Chesapeake Ave	<u> </u>								
_				From:		Buell St									
8598) Freeman Ave	0.65	3700	G	61%	1%	4% 7%	28%	0%	С	0.084	F	0.691	4000	G	2003
				To		I-464									
8598 Freeman Ave	0.25	7000	G	From: 61%	1%	4% 7%	28%	0%	F	0.085	F	0.585	7600	G	2003
8598) Freeman Ave	0.20	, 000	9	To:	ı /0	Bainbridge Blvd		J /0	ı	0.000		0.000	7000	J	2000
						-	•								
O 0 " 5"		4666	_	From:		Military Hwy	601	601	_	0.05-	_	0 ====	400	_	
8599) Cavalier Blvd	1.24	12000	G	86%	1%	2% 3%	8%	0%	С	0.093	F	0.565	13000	G	2003
				To-		SCL Portsmouth	1								
				From:		Military Hwy									
8601) Deep Creek Blvd	0.94	3400	G	97%	1%	1% 1%	0%	0%	С	0.083	F	0.658	3700	G	2003
				To:		Gust La									
_				From:		Deep Creek Blvc	d								
8601) Gust La	0.44	6000	G	99%	0%	0% 0%	0%	0%	С	0.084	F	0.549	6500	G	2003
				To:		SCL Portsmouth									
				From:		Sir Galahad Dr									
8602) Camelot Blvd	0.59	9300	G	98%	1%	1% 1%	0%	0%	С	0.077	F	0.522	10000	G	2003
Camelot Blvd	0.08	3300	9	90 70 To:	ı /0			J /0	O	0.011		0.022	10000	J	2003
						Deep Creek Blvc	.1								

Route Length AADT QA 4Tire Bus Truck 2Trail 2Trail QC Factor QK Factor Factor Factor Factor AADT City of Chesaneake Section Se	5000 3100 5900 5000 2500	G G	Year 2003 2003
City of Chesaneake Camelot Blvd 0.32 4600 G 86% 1% 2% 3% 8% 0% F 0.072 F 0.601	3100 5900 5000	G G	2003
Shell Rd Shell Rd	3100 5900 5000	G G	2003
George Washington Hwy From: Military Hwy Washington Hwy Shell Rd Quantity	3100 5900 5000	G G	2003
Shell Rd Shell Rd	5900 5000	G	
Shell Rd Calberry Rd Cal	5900 5000	G	
Shell Rd 0.87 5500 G 99% 0% 0% 0% 0% 0% 0% 0	5900 5000	G	
Shell Rd 0.87 5500 G 99% 0% 0% 0% 0% 0% 0% 0	5000		2003
Shell Rd 0.81 4600 G 98% 1% 1% 0% 0% 0% 0% C 0.105 F 0.685	5000		2003
Shell Rd 0.81 4600 G 98% 1% 1% 0% 0% 0% C 0.105 F 0.685			
Shell Rd 1.12 2300 G 99% 0% 0% 0% 0% 0% 0% 0		_	
Shell Rd 1.12 2300 G 99% 0% 0% 0% 0% 0% 0% 0	2500	G	2003
Shell Rd	2500		
To Military Hwy		G	2003
Canal Dr Ext 0.51 4900 G 98% 1% 1% 0% 0% 0% C 0.106 F 0.584			
(8605) Canal Dr Ext 0.51 4900 G 98% 1% 1% 0% 0% 0% C 0.106 F 0.584			
To: Military Hwy From Bainbridge Blvd	5300	G	2003
Damin'ng Divi			
D D			
	5400	G	2003
To: Campostella Rd			
From: Providence Rd			
(8635) Dunbarton Rd 0.06 3700 G 98% 1% 1% 0% 0% 0% F 0.142 F 0.512	4000	G	2003
Longdale Crescent	4000		2002
(8635) Dunbarton Rd 0.18 1700 G 98% 1% 1% 0% 0% 0% C 0.099 F 0.629	1800	G	2003
To- From Crown Crescent			
(8635) Dunbarton Rd 0.16 690 G 98 <u>% 1% 1% 0% 0% 0%</u> F 0.105 F 0.528	750	G	2003
To: Longdale Crescent			
From: Campostella Rd			
(8640) Providence Rd 1.55 18000 G 99% 0% 0% 0% 0% F 0.093 F 0.522	19000	G	2003
To Angora Dr			
(8640) Providence Rd 0.99 16000 G 99% 0% 0% 0% 0% 0% C 0.099 F 0.55	17000	G	2003
To: WCL Virginia Beach			
From: Military Hwy			
(8645) Sparrow Rd 0.23 5800 G 98% 0% 0% 0% 0% 0% F 0.093 F 0.564	6300	G	2003
Providence Rd Sportson, Ed. 0.84 0.00 C 0.00 00 00 00 00 00 00 00 00 00 00 00 0	10000		2002
8645) Sparrow Rd 0.84 9400 G 98 % 0% 0% 0% 0% 0 C 0.087 F 0.520	10000	G	2003
To: Indian River Rd			
(8645) Sparrow Rd 0.57 3500 G 98% 0% 0% 0% 0% F 0.095 F 0.552	3800	G	2003
Ta: Little Beaver Rd			
(8645) Sparrow Rd 0.28 1600 G 98% 0% 0% 0% 0% 0% F 0.101 F 0.554	1800	G	2003
To: Goldcrest Dr			
From: Campostella Rd 168			
(8647) Border Rd 0.47 5400 G 99% 0% 1% 1% 0% 0% C 0.094 F 0.526	5900	G	2003
Wingfield Ave 8647 Border Rd 0.08 NA NA	NA		
8647 Border Rd 0.08 NA 131-8592 Berkley Ave	14/3		
From: Berkley Ave			
(8647) Wingfield Dr 0.48 2400 G 99% 0% 1% 0% 0% 0% C 0.099 F 0.527	2600	G	2003
Tatemstown Rd			
Wingfield Ave			
(8647) Tatemstown Rd 0.34 3900 G 99 <u>% 0% 0% 0% 0% 0%</u> C 0.095 F 0.56	4200	G	2003
To: Indian River Rd			
From: Battlefield Blvd			
		G	2003
Albemarle Dr 1.19 4000 G 99% 0% 0% 0% 0% 0% C 0.092 F 0.863	4300		

						City of Chesape	ake								
Route	Length	AADT	QA	4Tire	Bus	Tru 2Axle 3+Axle		2Trail	- QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Chesapeake				F		36.79		-							
Woodford Dr	0.28	290	G	99% To:	0%	Mt Pleasant 0% 0% Royal Oak Dr	0%	0%	С	0.102	F	0.531	320	G	2003
				From:		Walnut Ave		1							
8650 Cornick Ave	0.14	820	G	99%	0%	0% 0%	0%	0%	F	0.12	F	0.567	890	G	2003
NA slovet Avec	0.00	4000		From:	00/	Oleander Ave	00/	00/		0.404		0.505	1200		2002
Walnut Ave	0.60	1200	G	99% To:	0%	0% 0% Sparrow Rd	0%	0%	С	0.104	F	0.535	1300	G	2003
						•									
8653) West Road	0.79	310	G	95%	2%	Douglas Rd 2% 1%	1%	0%	F	0.111	F	0.639	330	G	2003
West Road	0.79	310	G	95%	270	270 170	1 70	0%	Г	0.111	Г	0.039	330	G	2003
O				From:	201	Benefit Road	40/							_	
8653 West Rd	5.27	1800	G	95%	2%	2% 1%	1%	0%	С	0.101	F	0.572	2000	G	2003
				To:		Dominion Blvd									
				From:		Benefit Rd									
(8655) Shilelagh Rd	6.96	1200	G	97%	1%	1% 0%	0%	0%	С	0.094	F	0.628	1300	G	2003
				To:		Dominion Blvd									
\cap				From:	_	Battlefield Blvd						·			
8656 Benefit Rd	1.96	1600	G	95%	1%	3% 1%	0%	0%	С	0.094	F	0.554	1700	G	2003
				To- From:		Sign Pine Rd									
8656) Benefit Rd	1.92	1700	G	95%	1%	3% 1%	0%	0%	F	0.1	F	0.541	1800	G	2003
				To											
8656) Benefit Rd	3.16	790	G	From: 97%	0%	Johnstown Rd 2% 0%	1%	0%	С	0.097	F	0.658	850	G	2003
Benefit Rd	3.10	750	G	70 To:	0 /0	Douglas Rd	1 /0	0 /6	C	0.097	'	0.050	030	G	2000
Old Atlantia A.	0.04	5700	_	From:	00/	SR 168 Atlantic A		00/	_	0.000	_	0.504	0400	0	0000
Old Atlantic Ave	0.31	5700	G	97%	0%	2% 0%	1%	0%	F	0.090	F	0.521	6100	G	2003
				To: From:		SR 246 Liberty S	St								
8657) Cascade Blvd	0.44	1000	G	97%	0%	2% 0%	1%	0%	F	0.13	F	0.725	1100	G	2003
				To:		SR 168 Campostella	a Rd								
				From:		Bainbridge Blvc	i								
8658) Booker St	0.58	960	G	96%	2%	2% 0%	0%	0%	С	0.124	F	0.53	1000	G	2003
				To:		Greatbridge Blve	d								
				From:	Е	BUS SR 168 Battlefiel	d Blvd	1							
8661) Centerfield Tnpk	3.99	6100	G	96%	0%	1% 2%	0%	0%	С	0.086	F	0.650	6600	G	2003
				To:											
Centenvilla Tank	2.06	12000	G	From: 96%	0%	Murray Dr 1% 3%	0%	0%		0.085	Е	0.626	13000	G	2003
8661 Centerville Tnpk	2.00	12000	G	90% 	U 70	1% 3%	U 70	U 7/0	С	0.000	F	0.020	13000	G	2003
<u> </u>				From:		Waterway Circle									
8661) Centerville Tnpk	1.13	15000	G	97%	0%	1% 1%	0%	0%	F	0.092	F	0.633	17000	G	2003
				To: From:		131-8665 Butts Station Bo									
8661) Centerville Tnpk	0.46	8900	G	97%	0%	Butts Station Ro	0%	0%	С	0.089	F	0.600	9700	G	2003
8661) Centerville i ripk	0.40	0900	G	97% To:	U 70	1% 1% 131-8805 Elbow I		U-/0	C	0.069	г	0.000	9100	G	2000
				From:		Elbow Rd	xu								
8661) Centerville Tnpk	1.76	7500	G	97%	0%	1% 1%	0%	0%	F	0.084	F	0.588	8100	G	2003
<u> </u>				To:		ECL Va Beach									
				From:		Kempsville Rd									
8662) Green Tree Rd	0.73	5800	G	98%	0%	1% 0%	0%	0%	С	0.109	F	0.563	6300	G	2003
Green Tree Rd	0.70		-	To:	5 / 0	Oak Grove Rd	370	3,0	9	2.100	•	2.000	5550	_	_500
				From:		Battlefield Blvd									
8662) Oak Grove Rd	0.86	7300	G	98%	0%	1% 0%	1%	0%	С	0.098	F	0.587	7900	G	2003
			_	To:		Green Tree Rd			_						_
				From:		Benefit Rd							-		
3663) Johnstown Rd	5.94	3400	G	98%	0%	1% 0%	0%	0%	С	0.094	F	0.615	3700	G	2003
	J.J.		-	To:	- / -	Battlefield Blvd			•		-	2.2.0		-	
				From:				1							
8664) Woodbridge Dr	0.19	980	G	100%	0%	Johnstown Rd 0% 0%	0%	0%	С	0.104	F	0.604	1100	G	2003
8664) VV GOODINGE DI	0.18	900	3	To:	U /0	Briarfield Dr	U /0	0 /0	C	0.104		0.004	1100	J	2003
				1		DHAIHEIU DT									

2Axle 3+Axle 1Trail 2Trail Factor Factor City of Chesaneake From							City of Cries	apeake								
Britarfield Dr	Route	Length	AADT	QA	4Tire	Bus				QC		QK		AAWDT	QW	Year
## Department of Picture	City of Chesapeake								-							
Colar Rd				_								_			_	
Dumbarton Rd	₈₆₆₄) Briarfield Dr	0.68	2300	G		0%			0%	С	0.104	F	0.521	2500	G	2003
Dumbarton Rd					Tn-		Cedar F	ld .								
Creenthrier Pixwy					From:		Providenc	e Rd								
CS 13 Millato Hey CS 13 Millato Hey CS 13 Millato Hey F 0.086 F 0.556 36000 G 2001 F 0.086 F 0.088 F 0.536 82000 G 2001 F 0.088 F 0.536 82000 G 2001 F 0.088 F 0.088 F 0.058 F 0.088 F 0.0	B665) Dunbarton Rd	0.65	7000	G							0.105	F	0.603	7600	G	2003
Creenthrier Plwwy					To		UC 12 Milito	es i Usan	1							
See Greenbrier Pkwy 0.94 76000 G 95% 0% 1% 1% 0% 0% F 0.088 F 0.536 82000 G 2000	Groophrior Pkyyy	0.50	33000	G		Λ9/-			∩º/-	_	0.086	_	0.556	36000	G	2003
Greenbrier Pkwy	8665) Greenbrier Fkwy	0.50	33000	G	90 /0	0 /0	170 1	/6 0 /6	0 70		0.000		0.550	30000	G	2000
Felon Way 0.42 41000 G 98% 096 196 196 196 096 096 F 0.083 F 0.568 45000 G 2000 G					From:		I-64									
Greenbrier Pkwy	8665) Greenbrier Pkwy	0.94	76000	G	98%	0%	1% 19	% 0%	0%	F	0.088	F	0.536	82000	G	2003
Commonweight Comm	\bigcirc				To		Eden W	9V	1							
Volvo Plavy 1.78 22000 G 98% 0% 1% 1% 0% 0% 0% 0% 0	Greenbrier Pkwy	0.42	41000	G		0%		•	0%	F	0.083	F	0.568	45000	G	2003
See Butts Station Rd 2.08 11000 G 98% 0% 1% 1% 0% 0% 0% C 0.098 F 0.682 23000 G 2003	8665) Greenbrier i kwy	0.72	71000	J	30 70	070	170 1	70 070	0 70		0.000	•	0.500	40000	J	2000
SR 190 Kempovalle Rd					From:											
Butts Station Rd 2.08 11000 G 96% 0% 1% 2% 1% 0% C 0.104 F 0.681 12000 G 2003	Greenbrier Pkwy	1.78	22000	G	98%	0%	1% 19	% 0%	0%	С	0.098	F	0.682	23000	G	2003
Butts Station Rd 2.08 11000 G 96% 0% 1% 2% 1% 0% C 0.104 F 0.681 12000 G 2003					To:		SR 190 Kemp	wille Rd	1							
	Butts Station Rd	2.08	11000	G		0%			0%	C	0 104	F	0.681	12000	G	2003
Blackwater Rd 2.62 2800 G 94% 1% 1% 3% 1% 0% 0% 0 0.094 F 0.661 3100 G 2003	Batts Station Na	2.00	11000	J					0 70		0.104	•	0.001	12000	J	2000
Blackwater Rd 2.62 2800 G 94% 1% 1% 3% 1% 0% C 0.094 F 0.661 3100 G 2001							131-0001 Center	vine rinpk								
Fentress Airfield Rd					<u> </u>										_	
Fentress Airfield Rd 0.15 4500 G 95% 0% 1% 2% 1% 0% 0% 0% 0.1 F 0.709 4800 G 200	Blackwater Rd	2.62	2800	G	94%	1%	1% 39	% 1%	0%	С	0.094	F	0.661	3100	G	200
Fentress Airfield Rd 0.15 4500 G 95% 0% 1% 2% 1% 0% C 0.1 F 0.709 4800 G 2001																
SR 165 Mt Pleasant Rd SR 1																
Battefield Bivd See Battefield Bivd See Battefield Bivd See	Fentress Airfield Rd	0.15	4500	G	95%	0%	1% 29	% 1%	0%	С	0.1	F	0.709	4800	G	200
Hickory Rd East 0.81 2900 G 98% 0% 1% 0% 1% 0% 0% 0.009 F 0.642 1300 G 2000					To:		SR 165 Mt Ple	asant Rd								
Hickory Rd East 0.81 2900 G 98% 0% 1% 0% 1% 0% 0% 0.146 F 0.655 3200 G 2000					From:		Battlefield	Blvd								
Centerville Tripk Centerville Tripk Seek Head Of River Rd 4.89 1200 G 96% 0% 2% 1% 1% 0% 0% 0% 0% 0% 0	Hickory Rd Fast	0.81	2900	G	98%	0%			0%	С	0 146	F	0.655	3200	G	200
Head Of River Rd		0.0.		•	-	• 70			• • • • • • • • • • • • • • • • • • • •		00	·	0.000	0_00	•	
Note																
Part Series Ser	Head Of River Rd	4.89	1200	G		0%	2% 19	% 1%	0%	С	0.099	F	0.642	1300	G	2003
Secondary Ashley Rd 0.42 3200 G 99% 0% 1% 0% 0% 0% 0% 0% 0					To:		WCL Virgini	a Beach								
Ashley Rd 0.42 3200 G 99% 0% 1% 0% 0% 0% 0% 0% 0					From:		Battlefield	Blvd								
Mt Pleasant Rd Mt P	Ashley Rd	0.42	3200	G	99%	0%	1% 09	% 0%	0%	С	0.088	F	0.579	3400	G	200
Campostella Rd Camp	,				To:											
Camposition Nation Camposition Camposition Nation Camposition Camposi					From:											
Debaun Ave	Lindala Da	0.70	2400	_		00/			00/	_	0.005	_	0.000	2000	0	2001
From Lindale Dr Lindale L	8695) LINGAIE DI	0.70	3400	G	_	0%			0%	C	0.095	Г	0.092	3000	G	200
Best Debaun Ave 0.33 4400 G 97% 1% 1% 0% 0% 0% 0% 0% C 0.085 F 0.576 4800 G 2003 Section Post Crystalwood Circle Crystalwood C																
Prime Crystalwood Circle September	Doboup Avo	0.22	4400	G	070/	10/			00/		0.005	_	0.576	4900	C	200
Satisfied Biv Street Str	8695 Debault Ave	0.33	4400	G		1 70			076		0.065	Г	0.576	4000	G	200.
STIT Volvo Pkwy					10.											
Byron St					From:		Crystalwood	Circle								
8717) Volvo Pkwy 0.26 9000 G 99% 0% 0% 0% 0% 0% 0% 0 0% 0 09 F 0.670 9800 G 2000 8717) Volvo Pkwy 0.25 13000 G 99% 0% 0% 0% 0% 0% 0% F 0.096 F 0.658 14000 G 2000 1.38 26000 G 98% 0% 1% 0% 1% 0% 1% 0% C 0.096 F 0.571 28000 G 2000 10 Greenbriar Pkwy 1.38 21000 G 98% 0% 1% 0% 1% 0% F 0.096 F 0.664 23000 G 2000 10 Greenbriar Pkwy 10 From: 10 Greenbriar Pkwy 11 Septembriar Pkwy 12 Septembriar Pkwy 13 Septembriar Pkwy 14 Septembriar Pkwy 15 Septembriar Pkwy 15 Septembriar Pkwy 16 Septembriar Pkwy 17 Septembriar Pkwy 18 Septembriar Pkwy 18 Septembriar Pkwy 18 Septembriar Pkwy 19 Septembriar Pkwy 10 Septembriar Pkwy 11 Septembriar Pkwy 11 Septembriar Pkwy 12 Septembriar Pkwy 13 Septembriar Pkwy 13 Septembriar Pkwy 14 Septembriar Pkwy 15 Septembriar Pkwy 15 Septembriar Pkwy 16 Septembriar Pkwy 17 Septembriar Pkwy 18 Septembriar Pkwy	(8717) Volvo Pkwy	0.30	840	G	99%	0%	0% 09	% 0%	0%	F	0.109	F	0.553	910	G	200
STIT Volvo Pkwy					To:		Ryron	St								
Total Independence Pkwy 1.38 26000 G 98% 0% 0% 0% 0% 0% 0% 0%	OZZZZ VOIVO PKWW	0.26	9000	G		Nº/2			O%	Γ	0 000	F	0.670	ดลกก	G	200
R717 Volvo Pkwy 0.25 13000 G 99% 0% 0% 0% 0% 0% 0% 0	O/1/) VOIVOT KVVY	0.20	5000	J	JJ /0	U /0	U / U	. U /0	U /0		0.033		0.070	9000	J	200
Second S	$\overline{}$															
1.38 26000 G 98% 0% 1% 0% 1% 0% C 0.096 F 0.571 28000 G 2000	Nolvo Pkwy	0.25	13000	G	99%	0%	0% 09	% 0%	0%	F	0.096	F	0.658	14000	G	200
8717) Volvo Pkwy 1.38 26000 G 98% 0% 1% 0% 1% 0% Greenbrier Pkwy From Greenbriar Pkwy 8717) Volvo Pkwy 0.45 21000 G 98% 0% 1% 0% 1% 0% From 131-8806 Eden Way; 8717-Volvo PkWy; 880 150 Masters Row 170 Masters Row 170 Docklanding Rd 8757) Coffman Blvd 0.70 1700 G 98% 0% 1% 2% 0% 1% 0% C 0.096 F 0.571 28000 G 2000 0.096 F 0.571 28000 G 2000 0.096 F 0.096 F 0.664 23000 G 2000 0.096 F 0.096					To:		Rattlefield	Blvd								
To Greenbrier Pkwy From Greenbriar Pkwy	Volvo Pkwy	1 38	26000	G		በ%			በ%	C	0 006	F	0 571	28000	G	200
Volvo Pkwy	O VOIVO I KWY	1.00	20000	•		J /0			370		0.000	•	0.07 1	20000	3	200
Volvo Pkwy 0.45 21000 G 98% 0% 1% 0% 1% 0% F 0.096 F 0.664 23000 G 2003 Tr Eden Way 1.49 25000 G 98% 0% 1% 0% 1% 0% F 0.102 F 0.668 27000 G 2003 To Masters Row From: Docklanding Rd Docklanding Rd																
Tro Eden Way. 131-8806 Eden Way; 8717-Volvo PKWY; 880 3717	Volvo Pkwy	0.45	21000	G		0%			0%	F	0 006	F	0.664	23000	G	200
STITE STIT	or ir	0.70	2.300	•		J /0			370	'	0.000	•	0.004	20000	5	200
Nolvo Parkway 1.49 25000 G 98% 0% 1% 0% 1% 0% F 0.102 F 0.668 27000 G 2003						31-8806		-	V· 880							
To: Masters Row	Volvo Parkway	1 /0	25000	G						F	0 102	F	U 668	27000	G	200
From: Docklanding Rd 8757) Coffman Blvd 0.70 1700 G 97% 1% 2% 0% 1% 0% C 0.109 F 0.525 1800 G 2000	8/1/) VOIVOI aikway	1.→3	2000	J		U /0			U /0	'	0.102		0.000	21000	J	200
9757) Coffman Blvd 0.70 1700 G 97 <u>4 1% 2% 0% 1% 0%</u> C 0.109 F 0.525 1800 G 200																
	$\overline{}$															
Te: Portsmouth Blvd	(8757) Coffman Blvd	0.70	1700	G	97%	1%	2% 09	<u>// 1%</u>	0%	С	0.109	F	0.525	1800	G	2003
					To:		Portsmouth	Blvd								

Route Length AADT QA 4Tire Bus 2AAB 3A708 17141 27							City of Criesapeake	;								
Composterials Rd	Route	Length	AADT	QA	4Tire	Bus				QC		QK		AAWDT	QW	Year
Campostella Rd	City of Chesapeake				-											
Milliand Rod 1.06 12000 G 97% 1% 1% 1% 1% 0% 0% 0% 0	Commontalla Del	4.04	CE00	_		40/		·0/ 0	20/	0	0.007	_	0.007	7400	0	2002
Campostella Rd	erres Campostella Rd	1.34	6500	G	97%	1%	1% 1% C	1% U	J%	C	0.087	Г	0.637	7100	G	2003
Ballstrickel Bird	0 0 1 11 51					101		٥, ٥		_		_		40000		
Park Ave	8763 Campostella Rd	1.06	12000	G		1%		% 0)%	F	0.1	F	0.638	13000	G	2003
Park Ave																
Chesspeake Ave	<u> </u>	0.50	4400	_		00/		.0/ 0	20/	_	0.000	_	0.540	4000	0	0000
Chesapeake Ave	Virginia Ave	0.50	1100	G		0%		% 0)%	C	0.096	F	0.548	1200	G	2003
Chesapeake Ave							•									
Pack Ave	Chesapeake Ave	1.12	3500	G	99%	0%		% 0)%	С	0.101	F	0.616	3800	G	2003
Chesapeake Ave 0.41 2800 G 99% 016 11% 0% 0% 016 076 F 0.099 F 0.562 2800 G 2003 F 0.770 Park Ave 0.37 1600 G 99% 016 11% 076 016 016 016 016 016 016 016 016 016 01	6//)				т					_		•			_	
Point Ave 0.37 1600 G 99% 0% 0% 0% 0% 0% 0% 0	Chananaska Ava	0.44	2600			00/		0/ 0	20/		0.000		0.560	2000		2002
	8771) Chesapeake Ave	0.41	2600	G		U%		1% U	J%	Г	0.099	Г	0.562	2000	G	2003
Park Ave																
Cheurpeaks Ave Cheu	<u> </u>			_		201		0/ 0		_		_		4=00	_	
Park Ave 0.35 4300 G 99% 0% 1% 0% 0% 0% 0% 0% 0	Park Ave	0.37	1600	G	99%	0%	1% 0% 0	% 0)%	C	0.097	F	0.595	1700	G	2003
Adiamic Ave									}							
	8776) Park Ave	0.35	4300	G	99%	0%	1% 0% C	% 0)%_	F	0.098	F	0.631	4700	G	2003
Second S					To:		Atlantic Ave									
Bailbridge Bivd George Washingson Hvy George Washingson Dr Geor					From:		Dead End									
	8778) Barnes Rd	0.45	860	G	57%	0%	1% 2% 40	0% 0)%	С	0.101	F	0.571	930	G	2003
Second S					To:		Bainbridge Blvd									
Second S					From:		George Washington Hw	/								
Old NA Foliage Part	Ballahack Rd	11.72	680	G	97%	0%)%	С	0.107	F	0.52	730	G G G G G G G G G G G G G G G G G G G	2003
STR 168					To:		Old Dattlefield Dlvd									
SER 168 1799 1799 1790 17		0.10	NΔ		From:		Old Battleffeld Blvd				NΔ			NΔ		
Poplar Hill Rd 0.23 12000 G 98% 09% 19% 09%	8796)	0.10	IVA		To:		SR 168				IVA			INA		
Poplar Hill Rd 0.23 12000 G 98% 0% 1% 0% 0% 0% 0% 0% 0		To: SR 168 From: W Branch Blvd														
Churchland Blvd Coder Rd Co	Poplar Hill Pd	0.23	12000	G		O9/-		10/ ₋ 0	10/-	C	0.004	_	0.524	13000	G	2003
Prime	8797) FODIAI TIIII KU	0.23	12000	G		0 /0		70 0	7/0	C	0.094		0.524	13000	G G G G G G	2003
Bells Mill Rd 2.38 1600 G 97% 0% 1% 1% 1% 0% C 0.091 F 0.539 1700 G 2003																
Cedar Rd	Dalla Mill Dal	0.00	4000	_		00/		0/ 0	20/	0	0.004	_	0.500	4700	_	2002
Press Waters Rd 0.36 7100 G 99% 0% 0% 1% 0% 0% 0% 0% 0	8798) Bells Will Rd	2.38	1600	G		0%		% U	J%	C	0.091	г	0.539	1700	G	2003
Waters Rd 0.36 7100 G 99% 0% 0% 0% 0% 0% 0% 0																
Top Cedar Rd 165 Second Rd Second	O Waters Dd	0.00	7400	_		00/		.0/ 0	20/	_	0.000	_	0.500	7700	0	0000
Second S	8799) Waters Rd	0.36	7100	G		0%		% U	J%	C	0.089	F	0.598	7700	G	2003
Second S																
Burson Dr Burs	O				<u> </u>					_					_	
Shipyard Rd 1.05 1600 G 98% 1% 1% 0% 0% 0% 0% 0% 0	(8800) Millville Rd	1.11	850	G		0%		% 0)%	С	0.094	F	0.518	920	G	2003
Shipyard Rd 1.05 1600 G 98% 1% 1% 0% 0% 0% 0% 0% C 0.087 F 0.571 1700 G 2003 Shipyard Rd Shipya					To:		Burson Dr		L							
Burson Dr Burs	$\overline{}$					•		•				_				
Hanbury Rd 1.00 7500 G 99% 0% 1% 0% 0% 0% 0% 0% 0	8801) Shipyard Rd	1.05	1600	G		1%		% 0)%	С	0.087	F	0.571	1700	G	2003
Hanbury Rd 1.00 7500 G 99% 0% 1% 0% 0% 0% 0% C 0.108 F 0.633 8100 G 2003 8803 Hillwell Rd 2.36 2200 G 98% 0% 1% 0% 0% 0% 0% C 0.097 F 0.583 2300 G 2003 8804 Fentress Rd 1.80 3400 G 98% 0% 1% 0% 0% 0% 0% 1.80 3400 G 98% 0% 1% 0% 0% 0% 1.80 Centerville Tnpk Centerville Tnpk Centerville Tnpk 8805 Elbow Rd 3.05 5000 G 98% 0% 1% 1% 0% 0% 0% C 0.104 F 0.608 3700 G 2003 C 0.118 F 0.617 5400 G 2003 C 0.108 F 0.633 8100 G 2003					To:		Burson Dr									
Battlefield Rd Battlefield Blvd Battlefield Blvd C 0.097 F 0.583 2300 G 2003	<u> </u>				From:											
Battlefield Blvd Battlefield	(8802) Hanbury Rd	1.00	7500	G		0%		% 0)%	С	0.108	F	0.633	8100	G	2003
Hillwell Rd 2.36 2200 G 98% 0% 1% 0% 0% 0% 0% C 0.097 F 0.583 2300 G 2003 Mt Pleasant Rd Mt Pleasant Rd					To:		Battlefield Rd									
To Mt Pleasant Rd 1.80 3400 G 98% 0% 1% 1% 0% 0% C 0.104 F 0.608 3700 G 2003	_				From:		Battlefield Blvd									
Mt Pleasant Rd	8803) Hillwell Rd	2.36	2200	G	98%	0%		% 0)%	С	0.097	F	0.583	2300	G	2003
Second Fentress Rd 1.80 3400 G 98% 0% 1% 1% 0% 0% C 0.104 F 0.608 3700 G 2003					To-		Mt Pleasant Rd									
Rentress Rd 1.80 3400 G 98% 0% 1% 1% 0% 0% C 0.104 F 0.608 3700 G 2003					From:		Mt Pleasant Rd									
To	8804) Fentress Rd	1.80	3400	G	98%	0%		% 0)%	С	0.104	F	0.608	3700	G	2003
Centerville Tnpk Centerville Tnpk Centerville Tnpk Centerville Tnpk Centerville Tnpk Centerville Tnpk Centerville Tnpk																
Elbow Rd 3.05 5000 G 98% 0% 1% 1% 0% 0% C 0.118 F 0.617 5400 G 2003 WCL Virginia Beach Volvo Pkwy					From:											
WCL Virginia Beach Volvo Pkwy September WCL Virginia Beach From Volvo Pkwy Volvo Pkwy F 0.104 F 0.576 11000 G 2003	Elbow Rd	3.05	5000	G		0%		1% N)%	С	0.118	F	0.617	5400	G	2003
From: Volvo Pkwy 8806) Eden Way N 0.49 10000 G 99% 1% 0% 0% 0% 0% F 0.104 F 0.576 11000 G 2003		5.00		_		- 70		0		_	27.10	•		2.50	-	
8806) Eden Way N 0.49 10000 G 99 18 0% 0% 0% 0% F 0.104 F 0.576 11000 G 2003							_		_							
	Fden Way N	0.40	10000	G	<u> </u>	1%		ا% n)%	F	0.104	F	0 576	11000	G	2003
WORD CORE CORE CONTROL	oouoj Lacri vvay iv	U. T U	. 5550	•	70:	1 /0	White Oak Crossing	70 0	, ,,,	'	0.104	•	0.070	11000	5	2000

Length	AADT	QA	4Tire	Bus			QC	K Factor	QK	Dir Factor	AAWDT	QW	Yea
0.60	15000	G		10/		00/	C	0.000	_	0.604	17000	C	200
0.06	15000	G	99%	170		0%	C	0.096	Г	0.604	17000	G	200
			From:						_				
0.85	12000	G		1%		0%	F	0.102	F	0.633	13000	G	200
			From:		Bainbridge Blvd								
	NA							NA			NA		
					Arlie Street								
		_	From:		Canal Dr							_	
	380	G						0.234	F	0.613	380	G	200
			To:		Meiggs Rd								
			From:		•								
nd	390	G	98%	0%		0%	С	0.101	F	0.718	390	G	200
			To:		Long Ridge Rd								
			From:		Willow Oak Dr								
	340	G						0.142	F		360	G	200
			To:		Grantham Lane								
			From:		Brier Cliff Crest	ī				· ·			
	150	G						0.152	F		160	G	200
			To:		Mill Pond Dr								
			From:		Shinyard Rd								
	NA				Sinpyara Ka	i		NA			NA		
			To:		Orangewood Rd								
			From:										
	400	G			Denver Ave			0.000	_		F20	C	200
	400	G	To:		Waters Dd			0.099	Г		320	G	200
		_	From:		Battlefield Blvd				_		4000	_	
	1200	G						0.115	F		1300	G	200
			10.		Sams Dr								
			From:		Cedar Rd								
	1500	G						0.153	F		1600	G	200
			To:		Albermarle Dr Shea								
			From:		G.Washington Hwy								
								0.093	F				
	1300	G									1400	G	200
	1300	G	To:		Butler St						1400	G	200
	1300	G	To:								1400	G	200
			To:		Butler St Gibson Drive			0.118	F			G G	
	1300	G G	To:		Gibson Drive			0.118	F		1400		
					Gibson Drive Lenore Trail			0.118	F				
	180	G	From:	0%	Gibson Drive Lenore Trail Wilson Rd	0%				0.623	190	G	200
			From: 97%	0%	Gibson Drive Lenore Trail Wilson Rd 2% 0% 0%	0%	С	0.118	F F	0.623			200
	180	G	97% To:	0%	Gibson Drive Lenore Trail Wilson Rd 2% 0% 0% Isaac St	0%	С			0.623	190	G	200
	180 840	G G	From: 97%	0%	Gibson Drive Lenore Trail Wilson Rd 2% 0% 0%	0%	С	0.086	F	0.623	190	G G	200
	180	G	97% To:	0%	Gibson Drive Lenore Trail Wilson Rd 2% 0% 0% Isaac St Vellen St	0%	С			0.623	190	G	200
	180 840	G G	97% To:	0%	Gibson Drive Lenore Trail Wilson Rd 2% 0% 0% Isaac St Vellen St Rellen St	0%	С	0.086	F	0.623	190	G G	200
	180 840 280	G G	97% To:	0%	Gibson Drive Lenore Trail Wilson Rd 2% 0% 0% Isaac St Vellen St	0%	С	0.086	F	0.623	190 840 300	G G	200
	180 840	G G	From: 97% To:	0%	Gibson Drive Lenore Trail Wilson Rd 2% 0% 0% Isaac St Vellen St Rellen St Warwick Rd	0%	С	0.086	F	0.623	190	G G	200
	180 840 280	G G	From: 97% To: From: To:	0%	Gibson Drive Lenore Trail Wilson Rd 2% 0% 0% Isaac St Vellen St Rellen St Warwick Rd Butterfly Dr	0%	С	0.086	F	0.623	190 840 300	G G	200
	180 840 280 NA	G G	From: 97% To:	0%	Gibson Drive Lenore Trail Wilson Rd 2% 0% 0% Isaac St Vellen St Rellen St Warwick Rd	0%	С	0.086 0.108 NA	F	0.623	190 840 300 NA	G G	200
	180 840 280	G G	From: 97% To: From: To:	0%	Gibson Drive Lenore Trail Wilson Rd 2% 0% 0% Isaac St Vellen St Rellen St Warwick Rd Butterfly Dr Warrick Rd	0%	С	0.086	F	0.623	190 840 300	G G	200
	180 840 280 NA	G G	From: 97% To: From: To:	0%	Gibson Drive Lenore Trail Wilson Rd 2% 0% 0% Isaac St Vellen St Rellen St Warwick Rd Butterfly Dr Warrick Rd	0%	С	0.086 0.108 NA	F	0.623	190 840 300 NA	G G	200
	180 840 280 NA 180	G G	From: 97% To: From: To:	0%	Gibson Drive Lenore Trail Wilson Rd 2% 0% 0% Isaac St Vellen St Rellen St Warwick Rd Butterfly Dr Warrick Rd	0%	С	0.086 0.108 NA 0.153	F F	0.623	190 840 300 NA 200	G G G	2000
	180 840 280 NA	G G	From:	0%	Gibson Drive Lenore Trail Wilson Rd 2% 0% 0% Isaac St Vellen St Rellen St Warwick Rd Butterfly Dr Warrick Rd Butterfly Dr Kalmar Dr	0%	С	0.086 0.108 NA	F	0.623	190 840 300 NA	G G	2000
	180 840 280 NA 180	G G	From: 97% To: From: To: From: To: To: To: To: To: To: To: To: To: To	0%	Gibson Drive Lenore Trail Wilson Rd 2% 0% 0% Isaac St Vellen St Rellen St Warwick Rd Butterfly Dr Warrick Rd	0%	С	0.086 0.108 NA 0.153	F F	0.623	190 840 300 NA 200	G G G	200
	180 840 280 NA 180	G G	From:	0%	Gibson Drive Lenore Trail Wilson Rd 2% 0% 0% Isaac St Vellen St Rellen St Warwick Rd Butterfly Dr Warrick Rd Butterfly Dr Kalmar Dr	0%	С	0.086 0.108 NA 0.153	F F	0.623	190 840 300 NA 200	G G G	200
nr Blvd	180 840 280 NA 180	G G	From: 97 % To: From: To: From: To: From: To: From: To: To: To: To: To:	0%	Gibson Drive Lenore Trail Wilson Rd 2% 0% 0% Isaac St Vellen St Rellen St Warwick Rd Butterfly Dr Warrick Rd Butterfly Dr Kalmar Dr Kings Way Dr	0%	С	0.086 0.108 NA 0.153	F F	0.623	190 840 300 NA 200	G G G	200 200 200 200 200
	0.68	0.85 12000 NA 380 ad 390 340	0.68 15000 G 0.85 12000 G NA 380 G 340 G 150 G NA 480 G 1200 G	0.68 15000 G 99% 0.85 12000 G 99% NA	O.68 15000 G 99% 1% To To	Length AADT QA 4Tire Bus 2Axle 3+Axle 1Trail	Length AADT QA 4Tire Bus	Length AADT QA 4Tire Bus Truck 2Axle 3+Axle 1Trail 2Trail 2Trail	Length AADT QA 4Tire Bus	Length AADT QA 4Tire Bus	Length AADT QA 4Tire Bus Caral Truck Caxe 3+Axle 1Trail 2Trail Caxe Caxe	Length AADT QA 4Tire Bus SAME Trail 2Trail 2Trail QC Factor QK Factor AAWDT	Length AADT QA 4 Tire Bus 2Axle 3+Axle 1Trail 2Trail 2Trail 2

					City of Chesapea	ке								
Route	Length AADT	QA	4Tire	Bus	Truc 2Axle 3+Axle		2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Yea
v of Chesapeake			From:		TI I I D		ī							
Etheridge Road	2400	G	99%	0%	Edenbridge Dr 1% 0%	0%	0%	С	0.100	F	0.627	2400	G	2003
			To-		Fentress Rd									
			From:		Saul Dr									
Eva Blvd	640	G							0.096	F		700	G	200
			To:		Marge Dr									
			From:		Greenbrier Pkwy								-	
Fairway Drive	2200	G	99%	0%	0% 0%	0%	0%	С	0.099	F	0.671	2200	G	200
			To:		Cranston Dr									
			From:		Shell Rd									
Fireman St	770	G							0.113	F		830	G	200
			To:		Tuttle St									
			From:		Cedar Rd									
Flemming Dr	NA		<u></u>						NA			NA		
Ü			To:		Cecilia Terr									
			From:		Bramblewood Ct									
Forest Cove Rd	450	G	<u>. </u>		Brumblewood Ct				0.117	F	0.547	450	G	200
		_	To:		Winslow Ave					•			•	_00
			From:		Johnston Rd									
Frank Dr	1100	G	<u> </u>		Johnston Ku				0.119	F	0.816	1100	G	200
I Idilk Di	1100	•	To:		Battlefield Blvd		1		0.113	'	0.010	1100	J	200
			From:				<u>_</u>							
Franklin Otront	0000	_		00/	Flynn St	00/	00/	_	0.400	_	0.547	2200	_	200
Franklin Street	2300	G	99% To:	0%	1% 0%	0%	0%	С	0.100	F	0.517	2300	G	200
					Bainbridge Blvd									
		_	From:		Albert Ave					_			_	
Gilmerton Rd	5300	G	_						0.098	F		5700	G	200
			To-		Geneve Ave									
			From:		Collins Blvd.									
Greendell Rd	270	G							0.1	F		300	G	200
			To:		Ashland Dr									
			From:		Galahad Dr									
Guenevere Dr	1800	G							0.097	F		1900	G	200
			To:		Sean Dr									
			From:		Barksdale									
Hawksley Rd	400	G	<u> </u>						0.137	F		440	G	200
·			To:		Glenview Rd									
			From:		Pinecliff Dr									
Hollygate La	350	G	<u> </u>		1				0.121	F		380	G	200
. ionygato _a		•	To:		Briarwood Dr				· · · _ ·	•			•	
			From:		Canal Rd		1							
Iowa St	710	G	<u> </u>		Canal Ku				0.129	F		770	G	200
IOWA OL	710	3	To:		Oklahoma Dr				0.128	'		110	J	200
			From:				L							
lowner Dd	200	•	r rom.		Gregg St				0.146	_		220	_	200
Joyner Rd	200	G	To:		Grant St				0.146	F		220	G	200
							<u>.</u>							
			From:		Parker Rd									
Keeling Dr	NA								NA			NA		
			To		Lobdell Ct									
			From:		Indian River Rd	_		_				_		
Kemp La	330	G							0.106	F		350	G	200
			To:		E. Kemp Lane									
			From:		Cobb Ave									
Laurel Ave	720	G							0.095	F		780	G	200
			To:		Rokeby Ave									
										_				
			From:											
Lilac Ave	1500	G	From: 99%	0%	Cornick Ave	0%	0%	С	0.102	F		1600	G	200

					City of Chesapeake								
Route	Length AADT	QA	4Tire	Bus	Truck 2Axle 3+Axle 1Trail	2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Yea
v of Chesapeake						-							
Lincoln Dood	400	_	From:	10/	Dunn St	00/	_	0.112	г	0.62	100	0	2001
Lincoln Road	190	G	92%	1%	2% 2% 3%	0%	С	0.113	F	0.63	190	G	2003
			16		Outlaw St								
			From:		Lindale Dr								
Lindsey Ave	NA							NA			NA		
			To:		Waterfield Ave								
			From:		Baugher Ave								
Lofurno Rd	240	G	·					0.143	F		260	G	200
			To:		Bounds Ave								
			From:		Battlefield Blvd								
Marion Dr	NA		-					NA			NA		
			To:		Johnstown Rd								
			From:										
Marlhara Ct	130	G	110		Culpeper Ave			0.154	_	0.510	140	G	200
Marlboro St	130	G	To:		Winslow Ave			0.154	F	0.512	140	G	200
			From:		Baff Loop Ct								
Masters Row Ct.	600	G						0.095	F		650	G	200
			To:		Brassie Ct								
			From:		Haledon Rd								
McCosh Dr	1200	G	<u> </u>					0.117	F		1300	G	200
			To:		Duffield Pl								
			From:		Broadmoor Ave	Ī							
Michael Dr	70	G			Dioaumoor Ave			0.184	F		80	G	200
Michael Di	70	J	To:		Texas St			0.104	•		00	O	200
			From:		Clover Dr				_			_	
Millwood Ave	1600	G						0.107	F		1700	G	200
			To:		E. Royce Dr								
			From:		Parker Rd								
Natchez Terr	NA							NA			NA		
			To:		Foxgate Quarter								
			From:		Johnstown Rd								
Newberry Dr	560	G				<u>'</u>		0.090	F		610	G	200
,			To:		Horse Run Dr								
			From:		Woodcroft La								
Oak Dr	840	G	110		w oodcroft La			0.269	F		910	G	200
Oak Di	040	G	To:		T N I D I			0.209	Г		910	G	200
					Tyre Neck Rd								
			From:		Victoria Dr								
Old Dr	1100	G						0.141	F		1200	G	200
			To:		Barlett Dr								
			From:		Campostella Road								
Omar St	470	G			-			0.097	F		500	G	200
			To:		Faye St								
			From:		English Ave	ī							
Philadelphia St	70	G	<u> </u>		Lugusu Ave			0.124	F		70	G	200
. maaapma ot	,,	•	To:		Miller Ave			0.127	•		70	J	200
			_										
D 1 D:: 5			From:		Etheridge Rd								
Poplar Ridge Dr	NA							NA			NA		
			To-		Sandlewood Lane								
			From:		Erik Paul Dr								
Priscilla Lane	NA							NA			NA		
			To:		Loretta Lane								
			From:		Greenway Dr							_	
Queenswood Terr	120	G	<u> </u>		Gicciway Di			0.129	F		130	G	200
QUCCHSWOOD I CII	120	5	To:		Royal Grant Dr	1		0.120	'		100	0	200
			From:		Campostella Rd								
.													
River Creek Rd	NA		То:		Booker Street			NA			NA		

				City of Chesapeake						
Route	Length AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2T	OC	Qk or	Dir Factor	AAWDT	QW	Year
itv of Chesapeake Robert Hall Blvd	4800	G	From:	Battlefield Blvd	0.08	8 F		5200	G	2003
			To:	Military Hwy						
			From:	Shepherds Ct	1					
Shepherds Gate	290	G	<u> </u>	•	0.12	7 F		310	G	2003
			To:	Logans Mill Terr					G G G G G G G	
			From:	Sir Meliot Ct						
Sir Meliot Dr	800	G			0.10	6 F		860	G	2003
			To:	Drawbridge Dr						
			From:	Cricket Ct					G G G G G G G G G G G G G G G G G G G	
Smokey Mountain Tr	NA				NA			NA		
			To:	Woodwind Way						
		_	From:	Woodberry Dr				860 G NA 90 G 2000 G 380 G 440 G 3300 G 3200 G	_	
Southfield Dr	80	G	Terr	D . IID	0.15	1 F		90	G	2003
			101	Bartell Dr						
Ota di una D	4000	_	From:	Scarlett Dr	⊣			0000	G G G G	000
Stadium Dr	1800	G	To	M4 DI4 D I	0.13	5 F		2000	G	2003
			10.	Mt Pleasant Rd						
Otroff and Da	050	_	From:	Golden Hind Rd				000	G G G G G	000
Strafford Dr	350	G	To:	HE D	0.12	4 F		380	G	2003
			-	Harding Dr						
Tanglewood Tr	400	•	From:	Goldcrest Dr		5 F		440	0	200
rangiewood rr	400	G	To:	Trilby Ct	0.10	5 F		440	40 G	200
			From:							
Tatemstown Rd	3100	G	FIGH	Fairview St	0.08	6 F		3300	3300 G	200
Tatemstown Nu	3100	G	To:	Peter Rd		0 1		3300	U	200
			From:	Bruin Rd						
Terry Dr	2900	G		Biulli Ku	 0.18	6 F		3200	G	2003
Tony Di	2000	Ū	To:	Brittany Way	\neg			0200	Ü	2000
			From:	PineTop Rd	l I					
Tinter St	2400	G	<u> </u>	i me rop Ru	0.08	7 F		2600	G	2003
Times of	2.00		To:	Volvo Pkwy	\neg			2000	Ŭ	
			From:	Campostella Rd	i					
Wadena Rd	NA		<u> </u>	сипромени на	NA			NA		
			To:	Gratton Street						
			From:	Cedar Rd						
Warrick Rd	1100	G			0.10	9 F		1200	G	200
			To:	Butterfly Dr						
			From:	Waters Rd						
Washington Dr	NA				 NA			NA		
-			To:	E. Street						
			From:	Magnolia Ave						
Winslow Ave	370	G		-	0.12	2 F		400	G	200
			To:	Marlboro St						
			From:	Placid Way	1					
Woods Blvd	870	G			 0.11	7 F		940	G	2003
			To:	Kempsville Rd						
			From:	George Wash. Hwy						
	0.400	_			0.10	6 F		3600	G	2003
Yadkins Rd	3400	G			0.10	0 1		3000	U	2000